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WEDNESDAY NOVEMBER 21, 1923.

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NO SANCTIONS FOR THE PRESENT.

RESUMPTION OF MILITARY CONTROL

(Reuter's Service.)

London, November 20. Reuter learns that the provisional agreement at the Ambassadors' Conference provides that the Allies will not demand the ex-Crown Prince's banishment, but insist that the German Government guarantee his good behaviour. A special date will be designated for the resumption of military control. General Nollet will arrange this resumption. The Control Commission is to notify the German Government of the place and extent of the Commission's investigations beforehand. The German Government to be required to guarantee the Allied officers' safety. In the event of German recalcitrancy, the Allies will discuss further measures.

Paris, November 20. The Ambassadors' Conference did not meet today. The British Embassy informed the secretariat of the Conference that owing to stress of business the British Government was unable to instruct Lord Crew in time. British circles emphasise that the delay is in nowise an unfavourable sign. There is strong confidence that a definite agreement will be reached.

Hohenzollerns Barred.

Paris, November 20. The German charge d'affaires has informed the Quai d'Orsay that the ex-Crown Prince has formally renounced his rights to the throne and that the German Government has decided not to allow the ex-Kaiser to return.

BIG CONSERVATIVE MEETING.

LORD BIRKENHEAD'S FIRST SPEECH.

London, November 20. Lord Balfour, Lord Derby, Mr. Austen Chamberlain and Sir Robert Horne were present at the Constitution Club on the occasion of Lord Birkenhead's first election speech.

Lord Balfour exhorted all Conservatives to support the Government, because a bare majority was insufficient to carry out the Unionist policy.

Lord Derby believed that himself and Lord Birkenhead could accomplish the big task of securing a Conservative majority in Lancashire.

Lord Birkenhead said he was utterly indifferent as to whether he held office if the Government were re-elected. He dwelt on the prosperity of protectionist countries like America, France, and Italy.

Mr. Austen Chamberlain said that re-united Liberalism and Socialism was their most dangerous opponent.

WIRELESS FOR SHIPS' BOATS.

TWO INSTALLATIONS TRIED.

London, November 20. Two wireless transmitting sets which have been installed in ships' lifeboats have been successfully demonstrated over a fifty mile journey from the Thames mouth. One of these was submitted by Marconis, and possessed the advantage of recording the position of the receiving ship, but required an expert operator. The other, patented by Captain Frost, nineteen inches long and nine inches deep, can be operated by anybody. Its signals were sent out and picked up sixty miles away.

POLICE IN THE REICHSTAG.

SESSION ENDS IN UPROAR.

Berlin, November 20. An important session of the Reichstag designed to settle Herr Stresemann's fate was adjourned amid an uproar, following the Socialist's denunciation of the Government's divergent attitude towards Bavaria and Saxony respectively, also a complaint that police were present. Herr Loeb explained the presence of civilian police was due to numerous threats against the lives of members of the Government.

LORD ROBERT CECIL'S VIEWS.

London, November 20. Lord Robert Cecil speaking at Hitchin denied rumours of his resignation, and declared that as long as the Cabinet supported the League of Nations he would gladly co-operate. He had always been a free trader, but that did not mean it was no part of his duty to assist procuring fair treatment for our exports for foreign markets. The Government should be given liberty to produce economic proposals.

BRITISH CHAMPIONSHIP BOXING.

London, November 20. Owing to Beckett's retirement, to-morrow's fight at the Albert Hall between Frank Goddard and Jack Bloomfield will be for the British heavyweight championship.

Ernie Rice meets Harry Mason, the holder, in the fight for the lightweight championship of Europe and Britain.

AMERICAN AID FOR GERMANY?

Washington, November 20. Mr. Hoover denies that proposals are pending before the American Government for a loan for relief work in Germany, and asserts that of the suggestions made to President Coolidge the government has deemed none advisable to adopt.

AUSTRALIA WILL BE THERE.

London, November 20. Mr. Bruce has announced that the Australian cruiser Adelaide will join the British special service squadron in Australian waters in April, and participate in the cruise across the Pacific to Vancouver and thence to England.

HOSPITAL TRAGEDY.

SOLDIER'S JUMP FROM VERANDAH.

On Sunday night, a tragedy was enacted at the Military Hospital on Bowen Road, when Private Woodhouse, whose official number is 141529, was killed by a fall from over the verandah.

The deceased was being treated for malaria fever, and at the time of his death was suffering from acute delirium. At about 8.45, he suddenly rushed on to the verandah and, before the attendants could reach him he had jumped over the railings. The drop was about eighteen feet, but the fall in itself was not productive of any great external injuries. No bones were broken, but the patient died from shock.

THE VOLUNTEERS.

SCOTTISH COMPANY CHURCH PARADE.

The annual church parade of the Scottish Company of the Volunteers will take place at the Union Church, Kennedy Road, on Sunday next at 11 p.m. This Sunday has been chosen as especially appropriate, being in the same week as St. Andrew's Day. The Golf Club has kindly co-operated with the St. Andrew's and St. George's Societies in postponing the international golf match at Fanling, which had previously been arranged for the same day. Consequently a strong turn-out of the Kilts is expected. The full Pipe-Band will be in attendance under Pipe-Major J. B. Ross, and something in the neighbourhood of 60 rank and file ought to march off from Volunteer Headquarters at 10.30 a.m.

The Rev. J. Kirk Macdonald will be the preacher, and the Chief and Committee of the St. Andrew's Society are to attend the service in a semi-official capacity.

MANILA TYPHOON.

GREAT DAMAGE DONE.

Manila, Nov. 20. Typhoon damage to the crops amounted to hundreds of thousands of pesos.

Over 12 inches of rain fell during the 24 hours on the 19th inst. Daily Bulletin.

THE MOROS.

CLASH WITH CONSTABULARY.

Manila, Nov. 20. Constabulary, under Major Fort, clashed with Moros at Mount Butiz, Mindanao.

Three of the constabulary were killed. The Moro casualties are not stated.

It is believed that Datu Santiago's 200 followers, including women and children, were scattered. Daily Bulletin.

RUM-RUNNING BRITON IN GAOL.

Norfolk, Virginia, November 20. The master of the British schooner Pesquid, seized on July 31st off North Carolina with a cargo of liquor, has been sentenced to six months' imprisonment and fined five hundred dollars.

FAMOUS GENERAL'S OFFICIAL TOUR.

London, November 20. The Earl of Cavan directly after Christmas departs on an official visit to Singapore. He has also accepted an invitation to visit Australia and New Zealand. He returns in May via Canada.

FRENCH DOCTORS TO REPLENISH TOKYO SHELVES.

Paris, November 20. The Academy of Medicine has requested its members to send books to replenish the Tokyo University library.

LORD MORLEY'S FORTUNE.

London, November 20. The late Lord Morley left £29,765.

(Other Telegrams on Page 2.)

WHOSE SCAFFOLDING?

LAND RECLAMATION CO. SUMMONED.

Mr. J. R. Wood, who sat this morning to hear a summons brought by the Sanitary Department against the Land Reclamation Co. for alleged non-compliance with a notice requiring them to repair a defective waste-pipe situated at the rear of Nos. 39 and 41 Canton Road was for a time mystified as to who actually put up a scaffolding around the pipe. This caused the hearing to be prolonged more than it should.

The case was thus. Certain defects in the waste-pipe were discovered by Sanitary Inspector Blake, and, after two inspections, one on the 17th October and the second on the 22nd, a notice was finally served on the Land Reclamation Company, who are the landlords for the premises, to have the pipe brought to an effective condition. In compliance the Company renewed five of the lower joints of the pipe, and by the 27th November, the work having been completed, the scaffolding was taken down.

Now, Inspector Blake, who inspected the work on the 2nd November, found that this was not enough, and he issued a summons against the Company for non-compliance. The defence was that all the repairs required of them under the notice had been actually complied with, and that if further work were deemed necessary, it should have been indicated in the first instance, and it would then have been readily done.

Inspector Blake, who had to speak about a scaffolding which he found still erected around the pipe when he made his last inspection. He submitted that this showed that the Company were aware that further repairs were expected of them.

Mr. H. C. Macnamara, for the defence, brought forward as witnesses first Mr. W. J. Wilkinson, the overseer of the Company, who inspected the repair work on completion, and the contractor who did the job. Both these witnesses stated that the scaffolding had been taken down immediately on completion of the work on the 27th October, and whatever erections were put up subsequently were done without their concurrence.

Mr. L. S. Greenhill, Secretary of the Land Reclamation Company, deposed that the premises in question were being sold, the assignment not being completed until the end of this month. It had been agreed that any repair work done on the premises in the meantime was to be borne by the purchaser.

It was suggested by Mr. Macnamara that there was nothing to prevent the new owner from taking it into his head to do certain repairs to the pipe on his own account, and whatever he did had no concern with this case.

His Worship decided to dismiss the summons on the ground that he was satisfied that the defendant Company thought they were not called upon to do any more work, and had ceased to do so. It was not stated, however, by his Worship who actually put up the scaffolding referred to by Inspector Blake.

OBITUARY.



DR. HAVENSTEIN.

President of the Reichsbank, whose death is reported by cable from Berlin.

SILK SHIPMENTS.

SEAPLANE SERVICE FOR DOCUMENTS.

The Journal of Commerce (New York) of October 17 says:

"The Silk Association announced yesterday that a special seaplane service has been organized to hasten the receipt of documents covering raw silk shipments from the Orient. Through efforts of the transportation committee, arrangements have been made with the Post Office Department and the Admiral Oriental Steamship Line for the provision of seaplanes which will meet all Admiral Oriental Line steamships eighty miles off the coast of Seattle and take from them all mail especially marked 'Silk Documents,' care of seaport clerk, Admiral Oriental Line s.s. (name of steamer)."

"Such mail," said the statement, "upon its arrival at Seattle, will be despatched upon the first transcontinental train available, often before the silk itself has been discharged from the steamer. This should bring the documents into New York before the arrival of the silk."

"The new service will be an invaluable one, both to silk firms and to the Banks through which their papers are handled, for it will permit the banks to place documents in the hands of the importers upon or before the actual arrival of the silk. Many difficulties have been experienced in the past through delay in the receipt of silk documents, which did not always reach the importers in time to remove their silk promptly and prevent congestion at railroads."

"The seaplane service will go into effect at once, as soon as papers are received addressed according to the provisions specified."

MACAO OPIUM MONOPOLY.

TWO TENDERS NOW IN.

In connection with the tenders for the Macao opium monopoly on the 16th inst., we are informed from a reliable source that the reason for there being no tenders submitted was not due to the upset price being too high but to those interested hoping to secure more favourable terms from a second tender. However, shortly after the hour set for the opening of the tenders, two concerns submitted proposals to the Government on better terms than the upset price, which proposals are now under consideration.

TOO MANY VIOLENT DEATHS.

STIFF SENTENCES FOR GUNMEN.

Mr. Justice Gompertz had a busy time at the Criminal Sessions this morning dealing with arms cases, of which there were five down on the list to come up for trial.

FOR SELF-DEFENCE?

The first delinquent to take his stand had been found in possession of a dagger, to which offence he pleaded guilty.

Mr. A. Dyer Ball enlightened the Court to the fact that prisoner was also found in possession of a parcel of pepper. "He says he got it (the dagger) for self-defence in fighting, but the possession of the pepper seems to indicate that that is probably untrue," counsel thought.

The Puisne Judge told prisoner there were too many deaths in the Colony from weapons of this kind.

Five years' and 12 strokes of the "cat" was the sentence imposed.

EIGHT YEARS' AND THE "CAT."

The next offender had been caught with a fully-loaded revolver. He told the Court the old story that the arms were not his; they were given him by another man.

Mr. Dyer Ball said nothing was known against the prisoner, but he appeared to have resisted arrest.

Prisoner was sentenced to eight years' and 12 strokes of the "cat."

TRYING TO HELP GOVERNMENT.

The third man to take his place in the dock had to answer a charge of being in possession of a revolver and five rounds.

He told a story about another man giving him the revolver, and, explaining further, said when the police searched him, he told them to arrest the other man, who ran away.

His Honour decided that this amounted to a plea of not guilty, and Messrs. E. Danenberg, A. Ogilvie, Pang Pui-sang, L. E. Guterres, J. L. McPherson, E. Wilson and H. O. Holt were called upon to serve on the jury.

Mr. Danenberg asked for exemption, telling his Honour that he had some pupils to teach. The Puisne Judge however could not consider this as an adequate reason for exemption, and Mr. Danenberg had to serve, subsequently being elected foreman of his brethren "good and true."

Mr. Dyer Ball then outlined the Crown's case against the prisoner. It seems that he was arrested in Canton Road, Yau-mat, at a quarter-past eight at night. He was standing talking to another man at the time, and two Chinese constables who had observed them decided to search them. One of the constables searched prisoner's friend, and accused was noticed to move away slowly and put his hand underneath his jacket (suspicious to any policeman of intelligence).

Mr. Dyer Ball commented. The constable apparently was of some intelligence for he promptly threw his arms round accused and arrested him. In his girdle was found a revolver loaded with five rounds. Accused told his captor that the weapon had been given him by another man, whom the police chased and caught; and then prisoner told them they had caught the wrong man.

At the Magistracy, prisoner told the same story about the revolver being given him by another man. He asked the police to blow their whistles and have the other man arrested, but they would not do so. He told them he was trying to assist the Government, and they said, "Don't talk so much, go to the Station." Accused made allegations that in the Station the police assaulted him and asked him to confess. He was taken to the detective office, he said, and asked where he proposed to go.

commit armed robbery. He told them that he did not; the revolver was not his. He was seized and assaulted and then the inspector arrived.

The Crown's witnesses went into the box and gave evidence in support of Mr. Dyer Ball's statement, denying the truth of accused allegation against them with regard to assaulting him and also prisoners allegations of other improper conduct.

The jury returned a verdict of guilty, and his Honour passed sentence of 8 years' hard labour and 12 strokes of the "cat."

WORKMEN'S UNLUCKY FIND.

The next case was of a less serious nature. Two workmen had to answer a charge of possession of 15,000 rounds of ammunition, which appeared to have been in water for some time. The ammunition was not in good condition, and a police inspector in his evidence mentioned that out of four rounds which he fired as an experiment, only one went off.

It will be remembered that the s.s. Changsha stranded and had to go into Taikeo Dock. The police removed a quantity of Mauser ammunition from the ship, but presumably they did not get it all, because these two workmen found some more. According to the story of the prisoners, the ammunition was found under the bilge boards. Their story was that they put it in a bucket and carried it to the wharf, with the intention of throwing it away. A watchman saw them, and told them it was contraband and handed them over to the police.

The Crown's case was that the men were not engaged in throwing the ammunition away; they were putting it aboard a ship which was shortly leaving for Yau-mat, and, as a matter of fact, at the time they had no right to be working there.

The Judge thought it was not a very serious offence. However, he thought the ammunition might have a market up-country, where ammunition was in great demand. His Honour pointed out prisoners knew it was contraband. The police did not allege that they were smugglers, but had the ammunition been sold it might have been that some innocent citizen or some police officer would have been killed.

Both men were sentenced to six months' hard.

VICTIM GETS TWO BULLETS.

A double-barrelled pistol, said to be of American manufacture, and which Mr. Dyer Ball described as an extremely dangerous weapon, formed the subject of the next charge. The accused was also charged with being in possession of 14 rounds of ammunition, one of which was in the weapon at the time of the arrest.

Mr. Dyer Ball, handing the pistol up for the Judge's inspection, explained that both barrels fired at the same time; the victim got two bullets instead of one.

Seven years' hard labour and 12 strokes of the "cat" was the sentence.

TO-DAY.

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Humidity 2 p.m. 66
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NEWS IN THE ADS.

Dances will be held at the U. B. C. on November 27th and December 11th. All admission will be by ticket to be obtained at the entrance of the Club. Page 4.
An experiment American motor car driver looks towards is asked where he proposed to go. Page 4.

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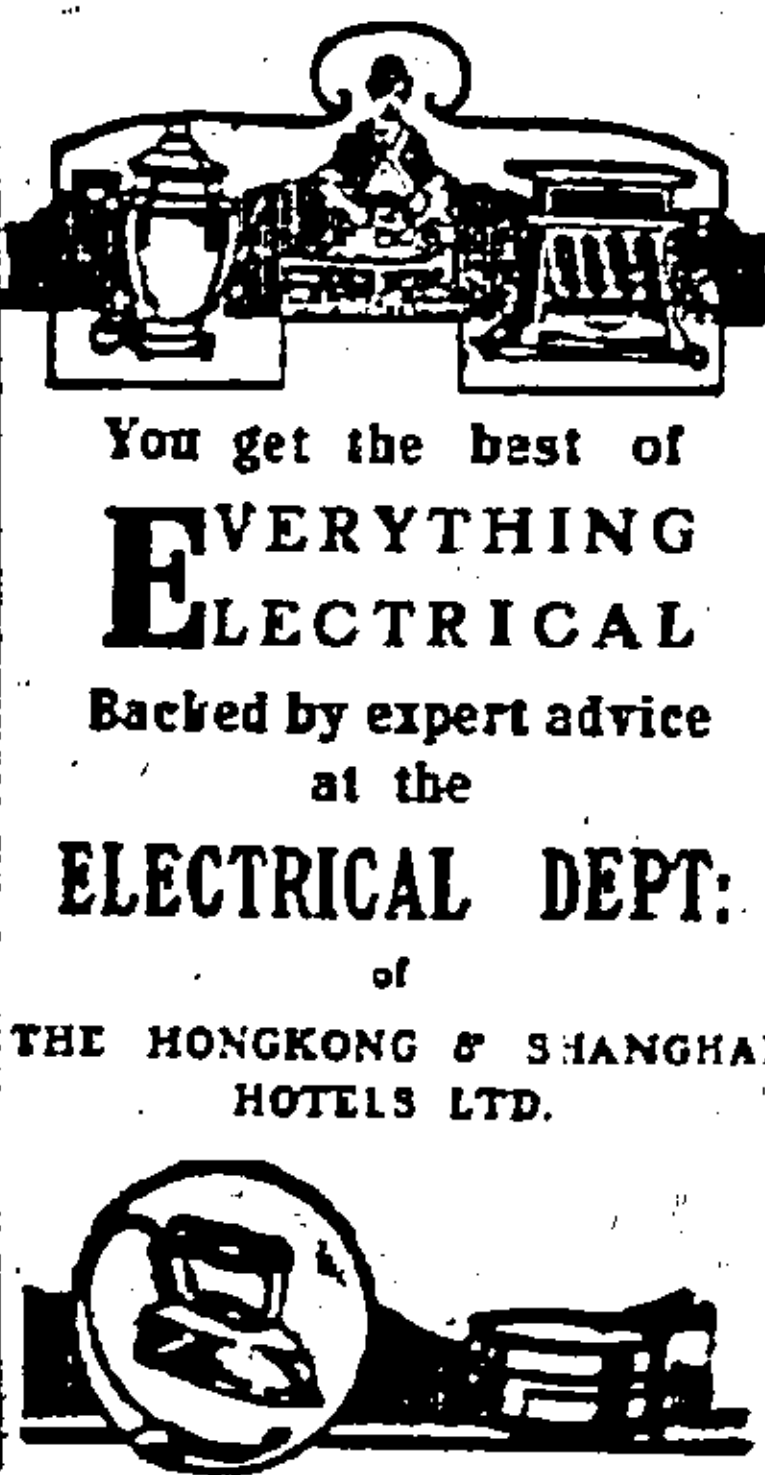
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THE SMALL-POX
EPIDEMIC.SANITARY BOARD
DISCUSSION.

The Medical Officer of Health (Dr. W. W. Pearce) at yesterday's meeting of the Sanitary Board reviewed the small-pox situation and the measures taken with the view to dealing with the disease. He said that the total number of cases of small-pox notified during the seven weeks ended the 17th of this month was 363 with 296 deaths. This gave a case mortality of 81.54 per cent. During the fourteen days ended the 17th November there were 178 cases of small-pox and 146 deaths, giving a case mortality of 82 per cent. For the fortnight ended the 17th there were in the first week 83 cases and 40 deaths and in the second 90 cases and 106 deaths. The case mortality would seem to be very high, but that was not to be wondered at when it was considered that they were dealing with small-pox on what was practically an unvaccinated, or at the very best a poorly vaccinated community. During the last seven years some 500,000 vaccinations had been done in campaigns undertaken by the Board, but the interchange of population between Hongkong and Canton was so great that this number was very small compared with the enormous number of people they were trying to deal with. They were, in fact, trying to vaccinate a very large proportion of the population of South China and they could only tackle it in this small corner—the Colony of Hongkong.

Western Districts Worst.

Dr. Pearce said that most of the small-pox cases had been occurring in the Western district, the No. 9 health district chiefly. For example, in October, there were 165 cases notified in the Colony, and of these 107 came from health districts 8, 9 and 10. In November, up to Saturday last, 193 cases were notified, and of these 118 came from those three districts. There was small-pox, of course, in other districts, but not nearly to the same extent. In carrying out the present vaccination campaign regard had been had to the special needs of the Western districts and it was there that they had placed a larger proportion of the vaccinators than they had in any other of their districts. At the same time they had not neglected to deal with other districts with the idea of putting up a barrage between the badly-infected districts and the other parts of the city. For example the number of cases which had occurred this year in health district No. 8 was 57, in health district No. 7 they had only four cases notified, in No. 6A and 7A there had been 24, in No. 6 only 12 cases, in No. 5 25 cases, in No. 4 21 cases, in No. 3 13 cases and in 1 and 2 and 1A and 2A 23 cases. This showed that the small-pox was to a very large extent confined to health districts 8, 9 and 10 in the city, and it was hoped that by a continuation of the vaccination campaign they might to a very large extent prevent it from spreading into the very much overcrowded health districts of 4, 5, 6 and 7.

Vaccinations.

The number of cases of vaccinations was 110,000, all done, of course, free of charge. The rate at which vaccination had been carried on was still under 5,000 a day in Hongkong and under 1,000 a day in Kowloon. They could carry out more vaccinations with their present staff if the people would only come forward. They had men at vaccination stations who had not enough to occupy their time; nevertheless

they were obliged to keep them there for the vaccination of those people who came along. In addition to the voluntary helpers the Chairman referred to at the last meeting, Dr. Pearce said they had to acknowledge the assistance given by the Boy Scouts Association. The work was naturally subjected to such supervision or control of that department as was considered desirable in the general interests of the campaign and under those conditions they were, of course, quite glad to supply whatever stores of lymph, cotton wool, etc. might be necessary.

In reply to the Chairman (Mr. G. R. Sayer) the Medical Officer of Health said he had not worked out the mortality according to age, but if the Board desired the figures he could supply them at the next meeting.

The Chairman said it was very noticeable that something like 60 per cent of the deaths from small-pox were of children under five years of age.

Dr. W. V. M. Koch asked how many cases had been imported and how many had developed locally?

The Medical Officer of Health: It is not possible to give really satisfactory figures. When I have good reason for thinking that a case is imported I enter it into the register as such. I have booked down 29 cases this year as obviously imported, but I have no doubt that cases are imported not actually when they have the rash but immediately after they have contracted the disease. It is impossible to say when they come here whether they have got the infection or not.

Dr. Ozorio wanted to know whether vaccination marks were looked for in all cases of small-pox.

No Satisfactory Figures.

The Medical Officer replied that he was quite unable to give satisfactory figures of them number of vaccinated persons who had had small-pox. There had been a few cases of persons who had been done too late—perhaps two or three days before the patient had gone sick. It was quite impossible to say, generally speaking, in dealing with cases of small-pox, whether the patient had or had not been vaccinated before.

Dr. Koch asked whether it was possible for the Board to call for a return from all Medical practitioners of the number of vaccinations they had done.

The Chairman: I certainly should be delighted if private practitioners would be prepared to supply the information.

Dr. Koch: Of course the request would have to come from you in the first place.

The Chairman: If you think they would be willing to do so, certainly.

Dr. Koch: It would give us a better idea of the total number vaccinated.

The Chairman: The results seem to be fairly satisfactory. People are coming along quite willingly to be vaccinated.

Vaccination of Passengers.

Dr. Koch remarked upon the great interchange of population between Hongkong and Canton and said they could never be sure how many cases there were here.

The Medical Officer of Health of Canton had informed him that any epidemics in Hongkong got about three or four times as bad in Canton. He had wondered whether it would not be possible to arrange for the people coming to Hongkong to get vaccinated on the steamers. At any rate he thought they ought to vaccinate all third-class passengers before landing and make it a condition upon their being allowed to enter Hongkong.

The Chairman said the idea had occurred to him, but there was

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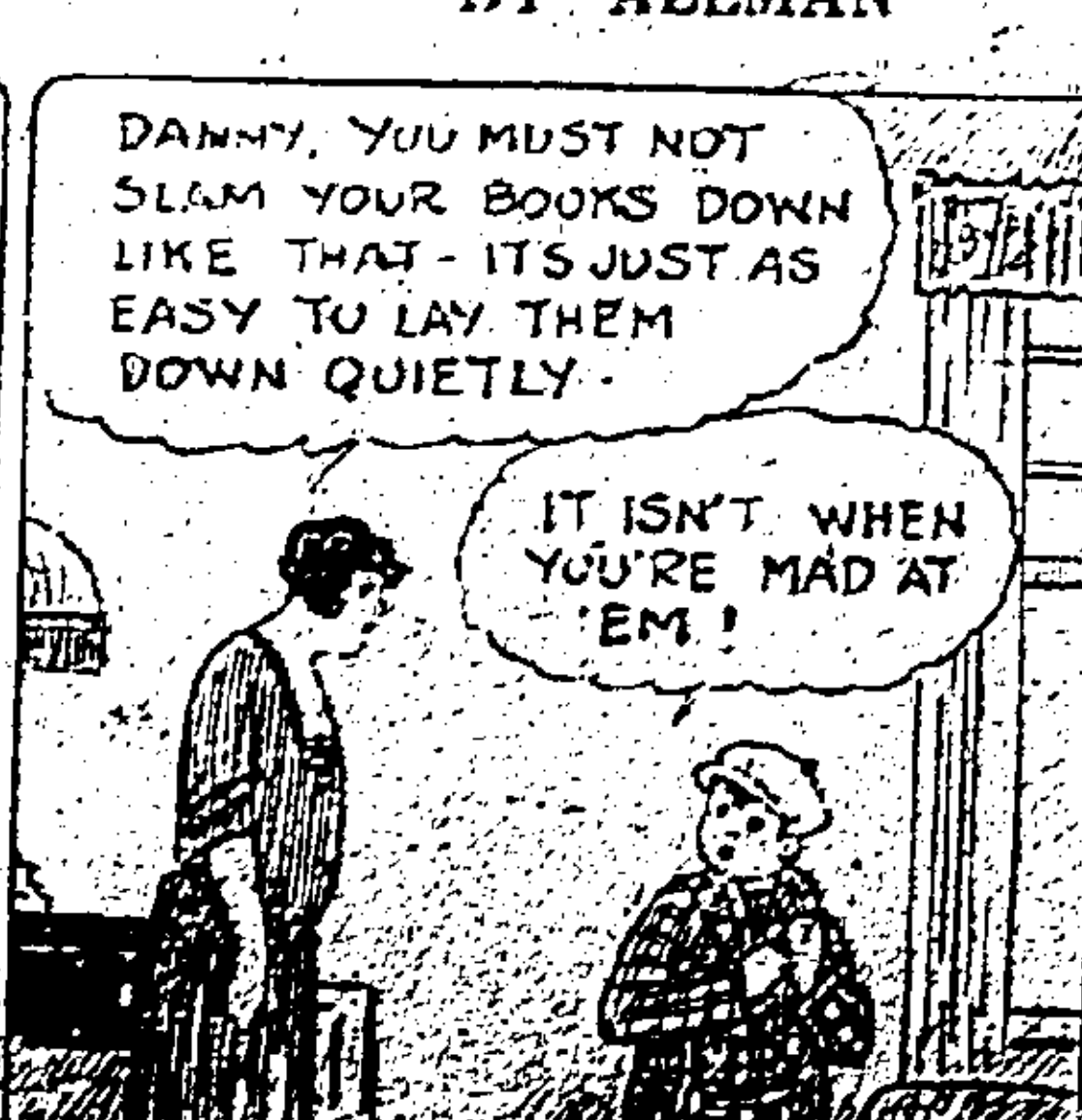
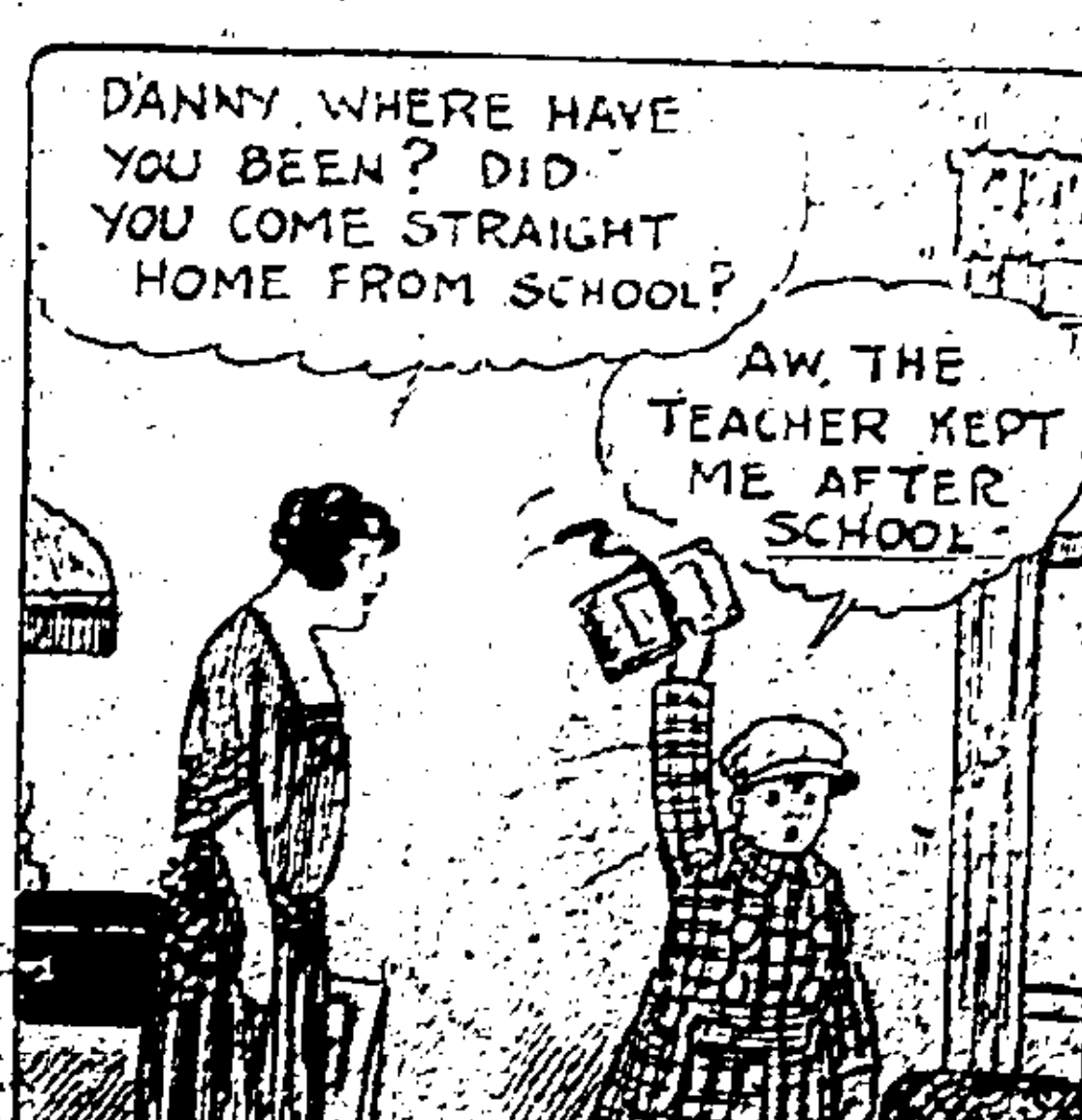
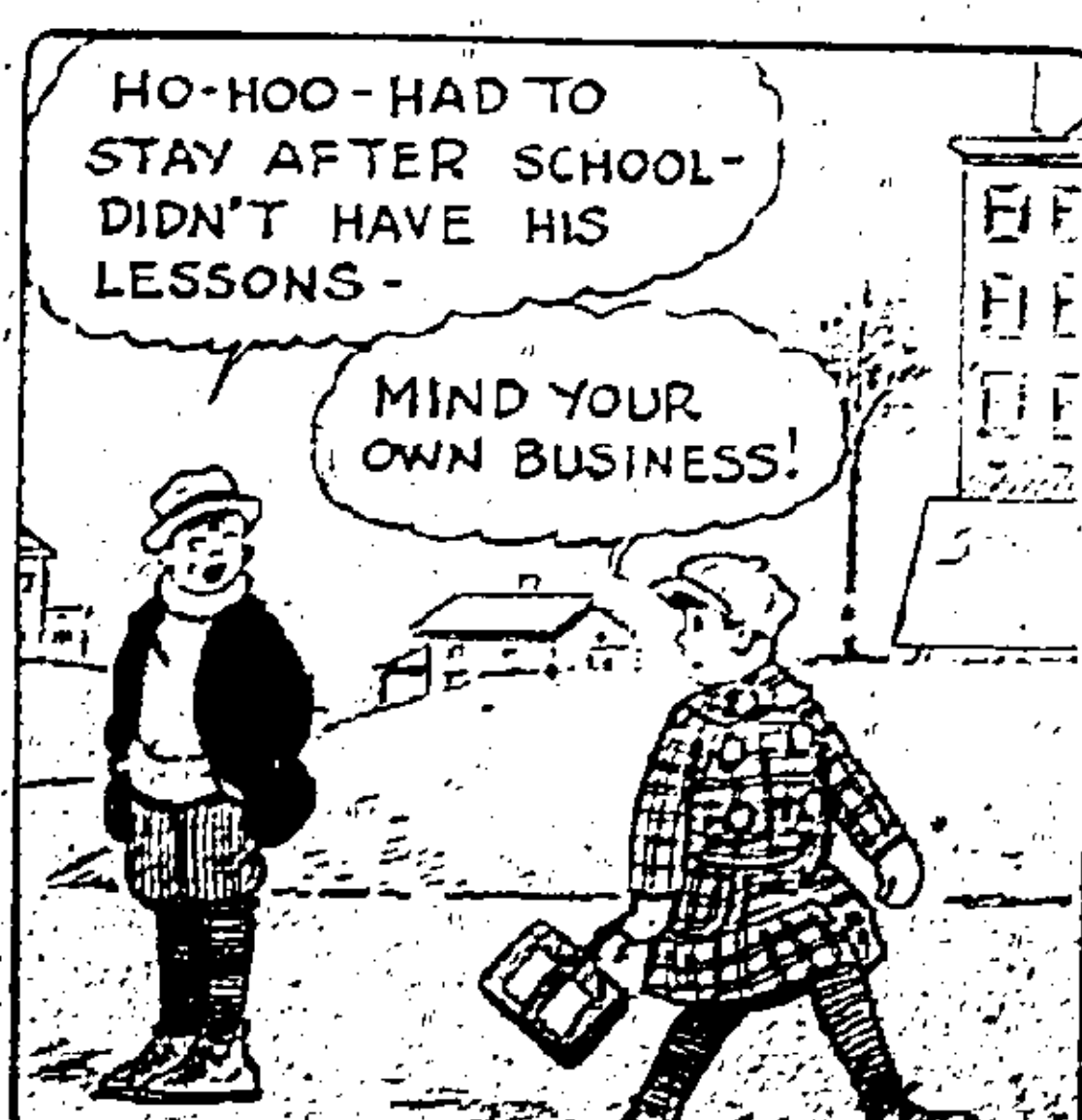
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From CALIFORNIA CREAMERIES.

Sold by all the leading dealers in one pound cartons—(FRESH)—and ½ and 1 lb. tins

SOLE AGENTS—GETZ BROS. & Co., of the Orient Ltd. PROVISION DEPT.

CHINESE CHAMBER OF COMMERCE.

POULTRY DEALERS AND HEAVY FINES.

At a meeting of the Chinese General Chamber of Commerce, held yesterday, there was received from the Colonial Secretary copies of a draft of an Ordinance amending the Companies Ordinance of 1911 and also a request that the Chamber send its views on the proposed Ordinance to the Government.

The Chamber considered the draft Ordinance and the members were in agreement with the proposed legislation.

The Chamber also considered a petition that was received from the poultry dealers of the Colony. This petition asserted that the dealers of Hongkong had spent no efforts for many years past to protect from cruelty the live fowls that went to the market. They had, in fact, recently joined the Hongkong Society for the Prevention of Cruelty to Animals, and great care was exercised in order to observe the rules and regulations of the Society. But in spite of their strenuous efforts to prevent cruelty, fines were continuously imposed on dealers and these, the petition stated, caused a great deal of excitement and annoyance among the dealers who were at a loss to know what to do. It was alleged that they infringed the law but that was not so. They said they had never maltreated the birds and asked the assistance of the Chamber in the circumstances.

The petition went on to say that the birds were very timid and owing to the noise and bustle and shaking in getting them to market they became frightened and got their legs and heads through the crates, while strange fowls also fought among themselves in the crates. The arrival too of the police officers to inspect the crates made the birds more frightened and it was from all this that the dealers were eventually proceeded against and fined.

They had done their level best to avoid being fined and they considered these continuous fines to be an obstacle in their business affairs. They agreed that the Government was that of a civilized country and was fair and that cruelty must be prevented. But they considered that their petition should also be protected.

They therefore begged the Chamber to communicate with the Government and the Society for the Prevention of Cruelty to Animals in respect of their grievance. They desired the Government to make a law which they could strictly observe without being heavily fined, in order to encourage their trade.

The petition suggested that the agents should be proceeded against where, on arrival at Hongkong, it was found that the weight of birds in each crate was excessive. They also hoped that the Government would instruct the Inspectors not to frighten the birds when they went to examine the crates.

After discussion, the Chamber decided to send the petition on to the Hongkong Society for Prevention of Cruelty to Animals.

ARMS POSSESSION.

CHINESE STOKER SENT FOR TRIAL.

A Chinese stoker was charged at the Magistracy yesterday before Mr. J. R. Wood with unlawful possession of arms.

It was stated that defendant, who was a stoker on the s.s. Oyderkerk, a Dutch boat which arrived in harbour on Monday on its way to Japan from Amsterdam, was seen to leave the ship's cookhouse with a pair of trousers in his hand. In the trousers were found 144 rounds of ammunition and later an automatic pistol was found concealed in the front of the trousers he was wearing.

Insp. Spear, in charge of the case, handed in a document. This was returned to him by the magistrate who requested that it be given to the Captain Superintendent of Police.

Later Insp. Spear informed the Magistrate that the Captain Superintendent of Police desired that the case be committed for trial.

CENOTAPH TO "THE RANGERS"
A memorial to the men of the 12th Battalion London Regiment—"The Rangers"—who fell in the war was to be unveiled in Chenies-street, Tottenham-court-road, opposite the Drill Hall, on November 30, by Viscount Leng of Wraxall. It takes the form of a cenotaph.

Visitors always welcome at VICTROLA

for Home complete without one NMOURIE 3:77 Agents.

EARLIER TELEGRAMS.

BRITISH PARLIAMENTARY ELECTION.

London, Nov. 20.

Four hundred and thirty-two Conservative candidates are already in the field and considerable additions are expected.

A remarkably sharp condemnation of the Government appears in the generally pro-Government Daily Mail, principally on the ground of foreign policy. The paper declares that Mr. Baldwin grows more maladroit every day. "Vote for a Baldwin Government" means "Vote for quarrelling and a break with France," with whom Marquis Curzon had poisoned our relations. Referring to the tariff question, the Daily Mail says that Mr. Baldwin is so weak that he does not go half far enough. It concludes that it may possibly be necessary for the electors to consider whether the nation's foreign policy must not be placed in safer hands than those of Marquis Curzon and Lord Robert Cecil.

IMPROVED RUSSIAN CONDITIONS.

London, Nov. 20.

The report of the business men's mission mentioned on 10th August on their visit to Russia expresses the opinion that conditions there have enormously improved. Exports are greater than imports, the country's finances are on the way to stability and trade prospects with Britain are extremely good. The huge trade with Germany has been lost and the mission is convinced that the Russian Government, if it can be assured of the rapid development of industry, would assume all its liabilities, except inter-governmental war debts, and would fix liquidation dates.

ITALO-SPANISH ENTENTE.

London, Nov. 20.

The possibility of an Italo-Spanish entente resulting from the visit of their Spanish Majesties to Rome is causing attention in the British press, as it is likely to have an important bearing upon British overseas communications. The Italo-Spanish community interest in North Africa and the Mediterranean has been the theme of articles in the Italian and Spanish press emphasising the dominant position, which naval understanding will give both countries in the Mediterranean across the French line of communications with North Africa.

OBITUARIES.

Berlin, Nov. 20.

The death is announced of Herr Haverstein, president of the Reichs Bank. He came into prominence at the end of last year owing to his refusal to give further credit to German commerce when the mark issue passed the million million figure.

DR. JOHN CLIFFORD.

London, Nov. 20.

The death is reported of the Rev. John Clifford, D.D., the famous Baptist divine, at one time president of the London Baptist Association. He was a great publicist and wrote many books during the war. He was 87 years old.

CANADIAN TRADE.

Ottawa, Nov. 20.

Trade in Canada for the twelve months ending October, amounted to imports \$912,000,000, exports \$894,000,000, showing increases of \$172,000,000 and \$179,000,000 respectively compared with the return for last year.

A permanent roofing at a price competitive with corrugated iron.

"ITALIT"

The perfected red and grey corrugated cement— asbestos —

ROOFING

The Inspecting Engineer to the Crown Agents for the Colonies

has conducted an interesting and conclusive series of tests on "ITALIT"

and a copy of his report, together with full particulars of "ITALIT," will be forwarded post free on request.

"ITALIT"

provides the maximum in durability and safety at a minimum cost.

Delivered or fixed in any quantity anywhere.

Just ask for a copy of the "ITALIT" Booklet.

STOCK CARRIED BY—

SHEWAN TOMES & CO.
HONGKONG & CANTON. SOLE AGENTS

Just received a consignment of
"GERMOL" for the Hair

to be obtained at the

COLONIAL DISPENSARY

Tel. 1877. 14, Queen's Road, Central. Tel. 1877.

IF YOU POSSESS ONE
HYDES EXPOSURE METER
We guarantee you will take photographs with right Exposures.

Sole agents in China. **HALL, LAW & CO.**
Tel. 3217. No. 30-32, Des Voeux Road, Central.

Santa Claus Won't Disappoint Kiddies This Christmas!

YOU kiddies are already dreaming of the wonderful Toys Santa Claus will put in your stockings, aren't you? Well, dream on, for Santa Claus will make all your dreams come true!

Would you like to know in advance about all the jolly things he has for you? Then ask your Mother or Daddy to bring you to

THE FAIRYLAND OF TOYS

AT

LANE, CRAWFORD'S

BE SURE TO SEE
FATHER CHRISTMAS

STARTING ON HIS JOURNEY
TO HONGKONG FROM
HIS ALPINE HOME.



NEW ADVERTISEMENTS.

WANTED.

ACCOUNTANT WANTED.—For evening work State experience etc. Apply Box No. 1023 c/o "Hongkong Telegraph."

WANTED.—Junior Chinese Clerk for English Correspondence and Typing. Apply to Box No. 1027, c/o "Hongkong Telegraph."

AN experienced American motor car driver, possessing a sound knowledge of motor car engines, desires a position in the capacity of chauffeur. Can go to work immediately.

WANTED.—Gentleman wants one or two rooms with board in a quiet house. Apply Box No. 1025, c/o The "Hongkong Telegraph."

WANTED.—Immediately—Chinese Typist with knowledge of General Office work—apply, stating salary required, to Box No. 1026, c/o "Hongkong Telegraph."

WANTED.—An intelligent Cantonese. Preferably Past Thirty to assist an American Gentleman. Must have refined manner and speech and if possible some acquaintance among Chinese officials and business men in Hongkong and Canton. Address by letter to A. R. Burt, Hongkong Hotel.

TO BE LET.

TO LET.—High-class RESIDENCES (East View Buildings), opposite "Sai Fui Terrace," Nathan Road, Kowloon three-roomed flats, well ventilated, with bath, water closet, kitchen and servants quarters. For particulars apply to Mr. Lai Chak, No. 14, Queen's Road Central.

TO LET.—Six roomed house on the Peak, March till November, fully furnished, 3 bathrooms, flush system, hot and cold water etc. Apply Linstead & Davis, Alexandra Building.

TO LET.—3 roomed flat with bathroom and kitchen. Airy, 5, Peace Avenue, Homantin immediate occupation. For particulars apply Box No. 1021 c/o "Hongkong Telegraph."

CENTRAL offices to let. Top floor 8 Des Vaux Road Central. Vacant from the 10th. November. Apply International Trade Developer 8 Des Vaux Road, Central.

PRIVATE BOARD RESIDENCE with British Family, 1, Victoria Garden, Kowloon. Next door new Hotel Terms from \$4 per day.

TO LET.—Bright Large Office Rooms 1st floor, No. 19, Des Vaux Road, Central. Hall, Law & Co. Apply to Des Vaux Road, Central, Telephone No. 3217.

FOR SALE.

HANDSOME WILTON CAR.—PET—Egyptian pattern, 15" x 11", practically new and without blemish. Set Tennis Posts, two Tennis Nets, one Boundary Net 13'0" x 10'0". All good as new. One Riksha, Rubber Tyres in good condition.

U. S. R. C.

DANCES will be held at the Club House on Nov. 27th. & Dec. 11th, 1923, starting at 9.15 p.m. punctually.

Members are requested to inform the Hon. Sec. by the 20th. Nov. & 9th. Dec. respectively of the number of guests resident at the Peak in order that a late tram may be arranged if necessary.

Admission will be by ticket to be obtained at the entrance of the Club.

Tickets \$1.50 per head

Telephone K. 103.

G. A. GLEMENTS.

Capt. R. G. A.

Hon. Secretary.

THEATRE ROYAL

MONDAY, 3rd, December 1923, at 9.15 p.m.

Pianoforte Recital

by Mr. Harry Ore.

Kindly assisted by

Mrs. R. Sager (Soprano)

Mrs. N. Mathison (Alto)

Mrs. M. Bonenfat (Piano).

Usual Prices.

Booking at Anderson's.

HONGKONG TRAMWAY CO., LIMITED.

(Incorporated in England)

NOTICE IS HEREBY GIVEN to Shareholders in the above named Company that the Special Resolution to wind up the Company and the Extraordinary Resolution providing for the distribution or sale of the Company's holding of Shares in the Hongkong Tramways Limited (Incorporated in Hongkong) of which notice has been given to the Shareholders having been confirmed and passed the Registers of Shareholders in the above named Company both in London and in Hongkong will remain open until the 30th day of November 1923 for the purpose of registering transfers of Shares after which date the said Registers will be closed and the Liquidator will proceed to a distribution of the assets of this Company among the persons appearing as Shareholders upon the said Registers in accordance with their rights and with the said Extraordinary Resolution.

W. F. SIMMONS,
For and on behalf of
EDWARD RITCHIE MORRIS,
Liquidator.
Hongkong, 5th Nov. 1923.

You Will Be Happy

when you have seen this latest of Universal's attractions on the screen. You will feel as we do in presenting it to you that it is 100 per cent. enjoyable from beginning to end. It is the story of a girl primarily and a man. She had never had the advantage of education or training. She was a thief! He was a gentleman of leisure, rich, educated and refined. He caught her! And in his hatred, he recommended that she be jailed. Little thinking that the day was to come in which he in his misery would love her and look up to her, his only salvation!

CARL LAEMMLE presents

THE MIDNIGHT GUEST

featuring

Grace Darmond

Mahlon Hamilton

Clyde Fillmore

It is an intensely dramatic theme, highly developed, and enacted by a cast of our favorite players. We recommend this picture to you most unqualifiedly. Do see it!

LAST SHOWS TO-DAY

AT THE

World Theatre

JAPANESE EARTHQUAKE.

We have over 100 views of damage at Tokyo and Yokohama on sale.

MEE CHEUNG

Ice House Street, & Beaconsfield Arcade.

THEATRE ROYAL

Hongkong Amateur Dramatic Club.

presents

The Famous Robot Play

"R. U. R."

by

KAVEL CAPER

Saturday, 8th. Dec. at 9.15 p.m.

Monday, 10th. Dec. at 9.15 p.m.

Wednesday, 12th. Dec. at 5.15 p.m.

Saturday, 15th. Dec. at 9.15 p.m.

53, 52 & 51.

Booking opens at Anderson's on 27th. November.

HONGKONG ST. ANDREW'S SOCIETY.

NOTICE.

PRACTICE DANCES.

MEMBERS are reminded that the PRACTICE DANCES will take place at the City Hall on TUESDAYS, 20th and 27th instant. Admission only by Slips attached to the Ball Invitation Cards. Dancers must wear dancing shoes.

By Order,
D. K. BLAIR,
Hon. Secretary.

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE.

THE undersigned RESUMES CHARGE from this date.

By Order of the Board,

C. MONTAGUE EDE,

General Manager.

Hongkong, 19th. Nov. 1923.

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE.

THE undersigned RESUMES CHARGE from this date.

By Order of the Board,

C. MONTAGUE EDE,

General Manager.

Hongkong, 17th. Nov. 1923.

THE CHINA FIRE INSURANCE CO., LTD.

NOTICE.

THE undersigned RESUMES CHARGE from this date.

By Order of the Board,

C. MONTAGUE EDE,

General Manager.

Hongkong, 19th. Nov. 1923.

S.S. "TAITO MARU"

PIRACY NEAR WHAMPOA

on 14th. November, 1923.

TWO Bills of Lading (No. 1 covering 505 tons of Endo Unscreamed Coal, No. 2 covering 2,495 tons of Kasei Unscreamed Coal) with Consignee's Covers by the above vessel, having been presumably purloined by pirates or some unauthorised persons, we hereby give notice that all such Bills of Lading originally issued in Keelung have been cancelled and Owners of the steamer are making their own arrangements with Receivers. Anyone able to give any information with regard to the above lost Bills of Lading kindly communicate with Owners' Agents, the Yomsshita Kisen Kaisha, Hongkong.

Hongkong, 19th. November, 1923.

THE HONGKONG JOCKEY CLUB.

Extra Gymkhana Meeting

will be held (weather permitting) at Happy Valley on Saturday 1st December 1923 commencing 2.45 p.m.

The charge for admission to the Public Enclosure will be \$1—Soldiers and Sailors in uniform half price.

Members are advised that they must show their badges to obtain admission to the Members' Enclosure.

Each member has the right of introducing 2 non-members to the members' enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5.—up to Friday November 30th. The Stewards invite the ladies of Hongkong to be present.

HERE'S A LIST

—OF—

DANCE RECORDS

FOR YOU

Rose of Egypt..... Fox Trot

Gone.....

Batavia.....

Chansonette.....

Southern Rose.....

China Rose Bud.....

Tell Me a Story.....

Havana.....

Every Night I Cry.....

Stealing To Virginia.....

Nobody But You.....

Look For Happy Ending.....

Roll on Missouri..... Waltz

A Bandonada.....

A Kiss in The Dark.....

Until My Luck.....

Y. Come La Va..... Tango

Puppechen..... One-Step

Savoy..... Lancers

City of Pleasure.....

Eight-some..... Reel

Foursome.....

Caledonians..... Quadrille

By Order,
D. K. BLAIR,
Hon. Secretary.

ALL NEW PROCESS RECORDS

ANDERSON'S

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP CO., LTD.

AND

CHINA MUTUAL STEAM NAVIGATION CO., LTD.

Consignees per Company's Steamer "CALCHAS"

are hereby notified that the Cargo will be discharged into Holt's Wharf Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 21st. November.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 27th. November, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 11th. December, or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE Agents.

31st. November, 1923.

HONGKONG ENGINEERING AND CONSTRUCTION COMPANY, LTD.

NOTICE OF MEETING.

OTICE is hereby given that the First Ordinary Yearly Meeting of Shareholders of The Hongkong Engineering and Construction Company Limited, will be held at the Hongkong Hotel, Pedder Street, Hongkong, on Wednesday the 28th day of November, 1923, at 12.00 noon, for the purpose of receiving the Report of the Board of Directors and a Statement of Accounts for the period from 25th October 1922 to the 30th June 1923, and of electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 22nd to the 28th November, both days inclusive.

By Order of the Board,

S. COURTNEY COOK,

Secretary.

Hongkong, 15th. Nov. 1923.

FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Tues., the 27th. Nov., 1923,

commencing at 5.15 p.m.

at their Sales Room, Duddell Street.

A Valuable Collection of Postage Stamps

Catalogues will be issued.

On View from Monday the 26th. November.

Terms—Cash on delivery.

LAMMERT BROS., Auctioneers.

G. R.

NOTICE.

Particulars and Conditions of the Sale by Public Auction to be held on Monday, the 26th day of November, 1923, at 3 p.m. at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shamshipo in the Colony of Hongkong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the KING, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

Boundary Measurements

Contents in Acres

Approx. Area

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HUGHES & HOUGH

AUCTIONEERS

AND

GENERAL BROKERS.

DO NOT MISS—

ROCHA'S

POPULAR AUCTION SALES

Every Tuesday Thursday

& Saturday

At 2.30 p.m.

Specialist in the Valuation of Household and Office Furniture

DA ROCHA'S MART

2A, D'Aguilar St. Phone 2931

PRESCRIPTIONS

when the doctor prescribes he expects the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the doctor's prescription filled here and the result will be satisfactory.

The Pharmacy.
The Red Bldg Opposite Lee House St.



PEKING LAMP SHADES

We have large stocks of the choicest Peking lamp shades. OUR STORE is also the best place to obtain shawls, scarves, capes, crepe underwear, dresses, lace, Mandarin costumes, Swatow work, etc., etc.

FOOK WENG & CO. (Astor House Building)
Cable Address "CURIOS"

HOP CHEONG 55, Queen's Road, Central.
Tel. CH. 654
COMPLETE HOUSE FURNISHERS

DEALERS IN
SWATOW DRAWN AND LACE WORK
EMBROIDERIES, OLD MANDARIN COATS, SILK, ETC., ETC.
LARGE CONSIGNMENT JUST UNPACKED.
INSPECTION CORDIALLY INVITED

HONGKONG HARDWARE CO.
"TAI LEE CHAN."
— ESTD. 1884 —
METAL GOODS and HARDWARE.
Tel. No. C.1993. 119 Jervois Street.

RELIABILITY.

A PIANO WITH GOOD TONE WHICH WILL WITHSTAND THE HARDEST USAGE is the —

MORRISON PIANO

THEY CAN BE SAFELY RELIED ON BECAUSE THEY ARE BUILT TO STAND THIS CLIMATE.

GUARANTEED FOR SEVEN YEARS.

Cash or easy payments can be arranged.

See them at
TSANG FOOK PIANO CO.
Telephone No. 2127. 94A, Wanchai Road.

CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From LEITH, MIDDLESBRO, LONDON & STRAITS.

The Steamship "BENLOMOND"

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 24th. inst. will be subject to rent.

All claims against the steamer must be presented to the Under signed on or before the 8th. Dec. or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on the 24th. inst., at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be counter signed by
GIBB, LIVINGSTON AND CO., LTD.,
Agents.
Hongkong, 19th. Nov., 1923

LIGHTING

WE shall be pleased to submit designs for any special Work.

ARCHITECTS' DESIGNS CARRIED OUT IN DETAIL

FITTINGS FOR EVERY PURPOSE IN STOCK

ELECTRICAL DEPT.:
THE HONGKONG & SHANGHAI HOTELS LTD.

C. E. WARREN & CO., LTD.

Sanitary Engineers
Monumentalists, etc.

Offices & Godowns. 98A, Wanchai Road, Hongkong.
Tel. No. 269

Just Received a new supply of "S" & "P" TRAP CLOSURES.

All kinds of Builders Requisites in stock for immediate Delivery.

Estimates free for all kinds of Sanitary work—Monumental work in Italian Marble & Hongkong Granite.

A new Stock of Artificial Wreaths Just Arrived from 8" to 18" diameter.

GENERAL REPAIRS PROMPTLY ATTENDED TO

Get a **VICTROLA** and chase Dull care away.
MOUTRIE'S—Sole Agents

NOTICE.

COLONIAL HAIR-DRESSING SALOON

15, Ice House Street.

High Class Barbers-Sanitary & up-to-date Saloon

Philippine and Japanese barbers.

Popular Prices.

WE have just received a special shipment of—

LADIES & GENTLEMEN'S SIGNET RINGS

Also—

SLAVE BANGLES

All solid gold, English Hall-marked.

Inspection Invited.

69, Queen's Road Central.
SHERIFF BROS.

THE COWIE HARBOUR COAL CO., LTD.

SILIMPOPON COAL

THE undersigned are prepared to quote prices for best quality freshly mined Silimpopon Coal, trimmed into Bunkers at Sebatik or Sandakan (British North Borneo), and to contract for regular supplies of cargo lots at favourable rates.

Steamers calling at Sebatik or Sandakan exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 26 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the Port may be had on application to
GIBB, LIVINGSTON & CO., LTD.,
Agents.
The Cowie Harbour Coal Co., Ltd.

SHOE REPAIRING

ROYAL & CO.
Footwear Specialists.
Tel. 3237.
1, D'Agular Street, Central.

RADIO-MAGNAVOX Loud Speakers and Amplifiers. Batteries, Insulators, Crystals, Aerial Wires, and all other parts.

DE SOUSA & CO., LTD.,
St. George's Bldg, 2nd Floor.
Tel. No. Central 1264.

CHINA COAST OFFICERS.

LATEST CHANGES.

Captain A. McDowall, from reserve, has gone master, Poyang. Captain G. P. McAdam, of the Poyang, is on reserve. Mr. D. McPherson, from reserve, has gone chief officer, Poyang. Captain F. M. Dillon, from reserve, has gone master, Luchow. Captain H. P. Hope, of the Luchow, is on leave. Mr. G. Wood, from reserve, has gone second officer, Wuchang. Mr. A. McAlpine, third engineer, Kungwo, has gone acting second engineer, same ship. Mr. H. W. Fraser, third engineer, Pingwo, has gone third engineer, Kungwo. Mr. J. J. Robertson, second engineer, Kungwo, is on leave. Mr. T. McCreath, from special service, has gone chief engineer, Loongwo. Mr. H. W. Wells, acting chief engineer, Loongwo, has gone second engineer, same ship. Mr. W. T. Bould, acting third engineer, Soongwo, has gone acting second engineer, Yusan. Mr. J. Robson, second engineer, Yusan, has gone second engineer, Pingwo. Mr. P. Kemp, second engineer, Pingwo, is on reserve. Mr. W. S. Muat has been appointed third engineer, Kungwo. Mr. E. J. Grainger, supply third engineer, Kungwo, is on reserve.

NEW WAVE LENGTH.

Explanation of P.O. License System.

Some of the problems arising out of the new scheme of broadcasting control, recommended by the Postmaster-General's Committee, were dealt with by a Post Office official in London last month.

One of these points was that an inspector on wireless apparatus can be called on to prove his authority by the production of his identity card.

In all probability, the official explained, amateur transmitters would have a new and more manageable wave length allotted to them.

"We know that the new license system is far from perfect," he added, "but it is an honest attempt to remove existing difficulties and anomalies."

The term "foreign manufacture," he said, applied principally to valves, transformers, phones, and parts that were usually marked. Dry batteries and accumulators did not come under the clause, and could be made by anyone anywhere, as well as terminals, wire, ebonite, and such other parts as were not usually marked.

A license holder could have either an indoor (frame) aerial or an ordinary outdoor aerial, or both, and could use both at the same time, while he could also have in use at the address to which his license applied as many sets as he wished, provided they did not infringe any of the conditions.

A PET SHARK.

When Lord Plunket was Governor of New Zealand, he promulgated an order specially devised for the protection of one particular shark, which frequented the narrow strait known as Pelorus Sound. The shark was known to all seamen passing through, as it invariably met every vessel entering, and escorted it right through the sound. In the order, the shark was specially designated by the name seamen had given it, Pelorus Jack. The penalty for interfering with Pelorus Jack was fixed at £100.

The Hongkong & Shanghai Hotels Ltd. ANNOUNCEMENTS

GRILL ROOM THE DANTSATS

will be held each
MONDAY, TUESDAY, THURSDAY, & FRIDAY
UNTIL FURTHER NOTICE
DANCING 5 p.m. to 7 p.m.
Admission \$1.00 (Exclusive of Refreshments.)

DINNER DANTSATS NIGHTLY (Sundays Excepted)
JAZZ ORCHESTRA IN ATTENDANCE
DANCING from 8 p.m.

REPULSE BAY HOTEL
DINNER DANTSATS
will be held each
WEDNESDAY & SATURDAY

SUNDAYS
An Orchestra will be in ATTENDANCE during TIPPIN and TEA.

YEE SANG FAT CO.

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Pure Wool Knitting Yarn
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Ladies, Gents & Children's Soft Felt Hats
EVERY ONE IN
Different Styles & Colour. Call & See Them
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YEE SANG FAT CO.

BECKETT SUED BY JOURNALIST.

Resists Claim for Payment for "Publicity."

Joe Beckett was defendant in a claim for £25 by Mr. Bart Kennedy, journalist, Brighton, in Brighton County Court recently. There was a denial of liability, and a counter-claim of £5.

The claim was for fees for publicity work done by Mr. Kennedy before the Beckett-Carpentier fight. Mr. Kennedy considered Beckett was not receiving fair treatment, and published an article in defence of him.

Judgment was entered for plaintiff for ten guineas on the claim, in addition to £5 already paid him by Beckett. No order was made on the counter-claim by Beckett for the return of £5.

POEMS IN FLAME.
Mr. James Pain, known the world over as one of the Firework Kings, has died at his home at Mitcham, aged 86. Established in the reign of Charles II, to manufacture gunpowder, making fireworks was a later development of the firm.

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BUY THAT WHICH IS SPECIALLY SELECTED AND FRESHLY ROASTED AND GROUND DAILY.

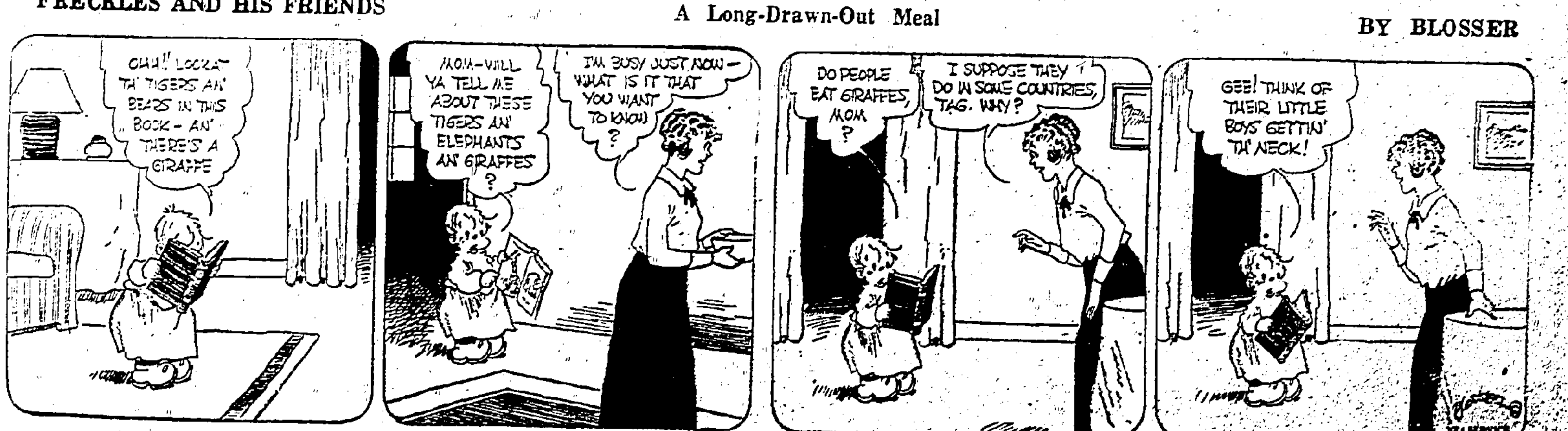
THE GRAECO-EGYPTIAN CO.
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FRECKLES AND HIS FRIENDS

A Long-Drawn-Out Meal

BY BLOSSER



Panel 1: "GAA! LOOK! 'T' TIGERS AN' BEARS IN THIS BOOK— AN' THERE'S A GRAPE!"

Panel 2: "NOW—WILL YA TELL ME ABOUT THESE TIGERS AN' ELEPHANTS AN' GRAFFES?"

Panel 3: "I'M BUSY JUST NOW— WHAT IS IT THAT YOU WANT TO KNOW?"

Panel 4: "DO PEOPLE EAT GRAFFES, NOW?"

Panel 5: "I SUPPOSE THEY DO IN SOME COUNTRIES, TAG. WHY?"

Panel 6: "GEE! THINK OF THEIR LITTLE BOYS GETTIN' 'T' NECK!"

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Mosaic Selection - " "	1.50
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Fruit Bonbons - - - per tin	\$1.50
" Crispets - - - " "	1.00
Clarnico Toffee - - - " "	.70
Turkish Delight - - per box	\$1.00
Java Figs - - - " "	1.00
Dragee Almonds - - small	1.20
" " - - large	2.00

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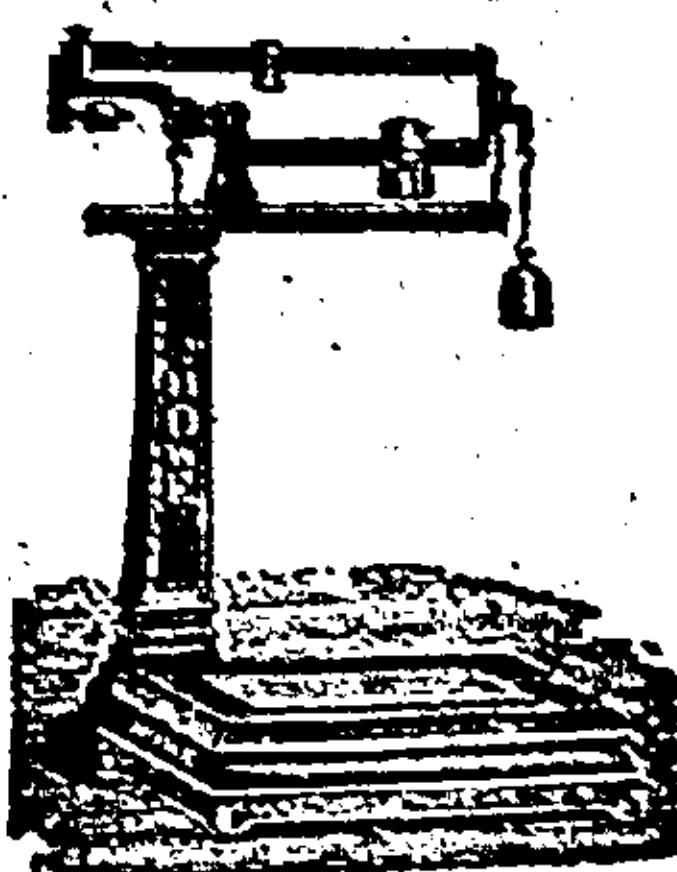
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BALL BEARING
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MUSTARD & CO.
17, Connaught Road, Central.
Tel. Central No. 1188.

The Telegraph.

HONGKONG, 21st Nov., 1923.

A GOOD IDEA.

Issues of the utmost importance to the future development of Hongkong as a port are raised in the voluminous report which we give to-day of discussions between the General Chamber of Commerce and the Government regarding the various harbour schemes which are now engaging attention. We commend to all interested in the well-being of the Colony a close study of this document, the outstanding feature of which is the obvious desire of officials and commercial men to co-operate in the well-ordered development of the port. The subjects raised are of the highest importance, and so many interests are involved that much care and prudence will need to be exercised before final decisions are reached. It is reassuring, however, to feel that all concerned in the discussions are looking well ahead. We evidently have in our midst men of vision who realise the necessity of taking long views. In the development of the shipping facilities of the port, as in other spheres of activity, we have, whilst giving due regard to current needs, to serve posterity also. That point must never be lost sight of.

At the moment, we will reserve our comment on the larger questions involved, and touch, upon one point which arises as a side-issue but which is of immense importance to the protection of life and property. We refer to Mr. Sutherland's suggestion for better methods in keeping check of passengers and cargo coming into and departing from the Colony by river boats. Opium smuggling, arms running and piracy are all involved in this question, which has given the authorities endless trouble. It must be patent to all that if a workable scheme could be devised for the adequate searching of passengers and their baggage, we should be well on the way to solving some of our biggest and most acute crime problems. Our police and revenue officers do their level best under existing conditions, but when it is realised, as Mr. Sutherland points out, that some thirty river steamers arrive and depart in the course of a day from and at various wharves, it will be seen how easy it is for arms to be smuggled and pirate-passengers to get aboard. When it

is further taken into account that sampans and other native craft have direct access to these steamers, we must begin to wonder that the police make as many seizures as they do. As an example of the kind of thing that may account for pirate-passengers getting possession of arms once aboard a steamer, it has been suggested to us that many a revolver, is obtained through being hidden in fruit passed up the side of the vessel from sampans by so-called vendors. Mr. Sutherland's idea is that a large native passenger depot should be established, running well out into the harbour from the Praya, and that all river boats should arrive at and depart from this depot, which would be enclosed on the land side by high railings, being accessible only by gates, whilst on the water side there would be a prohibitive area which would be buoyed off and patrolled. The plan has not been worked out in detail as yet, but it appears to us to warrant the fullest investigation and development. Such a scheme should immensely simplify the work of the police and revenue officers, and bring order out of the existing chaos. Mr. Sutherland is to be commended for putting forward such a plan in broad features, and we now await the working out of details.

Party Programmes.

The Conservatives at Home are fighting the election campaign on a solitary issue up to the present—unemployment. That must make a big appeal to the masses, provided a definite remedy be promised. But all Mr. Baldwin has for a cure for this grave ill is tariff reform. The present Government is therefore to stand or fall on the decision of a country but half convinced, if at all inclined to accept the theory (as it is at present) that protection will eventually cure unemployment. The Premier has to admit the possibility of a rise in the prices of certain necessities "before readjustment between home and imported production." He is asking a big thing of electors—to put their trust in the future. We fear the trustfulness of voters has been tried severely these last few years. The Liberals, with a portentous vigour, have a good number of planks for their platform, and they offer a series of concrete "good things." It seems to us that the Asquith-Lloyd George manifesto harps on peace, industrial, political and international, but leaves one undecided whether the intention is to gain peace by the sword or by diplomacy. Then the Labourites wish to abolish unemployment and war risks, but have their own views on how to do it. Amid the sea of promises and recriminations the voters of Britain will go forth to poll, some as they think right, some as they are persuaded against their better judgment, some perhaps with but a vague idea which party is which. From this arises a new Government, short-lived or long-lived according to the buffeting of fate. But the country in the main "carries on" much the same as before. It is our satisfaction that the "popular" vote has won, in our great franchise system. As the observing foreigner exclaimed, "Wonderful!"

Trade With Russia.

For some time now attention has been directed away from Russia and Soviet affairs. In fact, the bogey of Bolshevism seems to be less dreadful these days; and whether it is because the Soviet policy is less aggressive or has failed in its propaganda, is a matter for speculation. It has been apparent for quite a year, or more, that many of the anti-Soviet stories we have heard were—well, exaggerated. For some months there has been a growing feeling in the rest of Europe that much lucrative and mutually beneficial trade can be done with Russia, provided the prejudices born of the Revolution can be overcome. For their part, the Soviet authorities have been active in seeking commercial agreements with other Governments. Some of these have prospered, others have not, but the tendency now is for expansion of business. Britain needs new markets; and to get back her old ones. It is with gratification, therefore, that one learns of the

DAY BY DAY.

OH, WHAT MAY MAN WITHIN HIM HIDE, THOUGH AN ANGEL ON THE OUTWARD SIDE.—Shakespeare.

Major R. B. Young, G.S.O. III, has proceeded to North China on temporary duty.

Captain W. A. Fausset, R.G.A., has assumed the duties of Captain Instructor in Gunnery.

The Royal Marines Old Comrades Association are holding their first annual dinner at the Volunteer Headquarters on December 15.

Leave of absence has been granted to the under-mentioned officers, for the purpose of proceeding to North China:—Lieut. Colonel W. O. Sanders, D.S.O. R.G.A., and Major F. H. Philips, R.A.O.C.

The silk shipped per s.s. President McKinley which left Hongkong on October 1 at 10 a.m. arrived in New York on October 25 at 7.15 a.m., having been 23 calendar days, 21 hours and 16 minutes in transit.

Herbert Rawlinson and Eileen Percy are the joint stars of "The Prisoner," the romantic film drama showing to-night at the Grand. There is a pleasant leavening of comedy throughout the film, and the setting is very picturesque.

The second practice dance in connection with the St. Andrew's Ball was held last night in the City Hall. There was again a large attendance and a thoroughly happy time was spent. Mr. W. Armstrong explained the Scottish dances, which were excellently done. Tea and refreshments were served.

A reception to welcome the new assistant clergyman, Rev. G. E. Arrowsmith, and Mrs. Arrowsmith, is to be held in St. Andrew's Church Hall, Kowloon, on Monday at 5.30 p.m. During the reception, the new extension of the Church Hall, the gift of Sir Paul Chater, will be opened and dedicated by the Bishop of Victoria.

Holy Trinity Cathedral, Shanghai, was the scene of a very pretty naval wedding in the afternoon of November 15th, when Miss Doris Lavers, daughter of the late Mr. P. F. Lavers, and Mrs. Lavers, of Shanghai, became the bride of Lieutenant Morice Blood of H.M.S. Titania, son of Dr. Blood, Birkenhead. The Very Rev. Dean Symonds officiated.

That Abdul Rahman bin Abbas, a Malay youth who died after a boxing contest with a local boxer named Harold Perreau at the New World Singapore, on the night of the 3rd inst., met his death through misadventure, was the verdict returned by Mr. Nicol, the Singapore coroner, at the conclusion of the inquest touching his death which was held in the coroner's court before a jury of three.

From Messrs. Donnelly and Whyte we have received a neat little diary and a calendar issued by Messrs. James Buchanan and Co., Ltd., manufacturers of the famous Black and White whisky. The diary contains the laws of cricket, tennis and auction bridge, as well as points of etiquette on golf, whilst the calendar bears some excellent studies in colour of various breeds of dogs.

The health return for Monday showed 23 cases of small-pox, of which the sufferers were all Chinese with the exception of one Britisher. Twenty-one of the cases were from Victoria and the other two from Kowloon and Shaikwan, respectively. Yesterday, 18 further cases were notified—nine Portuguese, one British and the rest Chinese. Five cases were from Kowloon and the rest from Victoria.

report by the mission of British business men now touring Russia, which is optimistic as to the country's financial stability, and the future prospects of its commerce with Britain. We trust that politics will not be allowed to over-ride commonsense.

CRICKET NOTES

BY
THE "ARMCHAIR
CRITIC"



I suppose it was cricket, really. They were playing with bats and a ball, were dressed in white, and in the usual place. The circumstantial evidence seems fairly strong, but a visitor from one of those remote spots which never heard of the war might be forgiven for assuming that the tiny tot's game "you can't catch me" had been introduced into adult circles. With great success, apparently, for the Army couldn't.



"THE ARMY"

The ball had a great time gambling on the turf, and darning off on little excursions to the boundary with scant opposition from the eleven stalwarts who represented the enemy.

However, one can scarcely blame them. Fielding requires just as much practice as batting, and bowling; and what chance do they get? They have no ground of their own and are merely nomads, depending on the hospitality of other clubs for an occasional game on turf. It all reverts to the unfortunate lack of level spaces in the Colony. And some of the bits that are flat are not used as much as the congestion in other parts warrants. There is a nice open space at Causeway Bay, entirely reserved for the very occasional use of a bevy of our local male beauties, who show themselves to an admiring populace once in an age. Every time I pass it I picture two or three cricket matches in progress and about fifty men enjoying themselves, not counting the umpires.

Treason, I know, but—

Coming back to the Club v. R.G.A. game, the Club batting was distinctly patchy. Mitchell and Webster both failed, as also did "Wee Sandy Mac," who on the previous Saturday got a not out century, but who in the present instance deserved just his score—3. Hagen was interesting. I would that more players could cultivate the art of hitting hard when playing back, and not consider the bat as a temporary (and totally inert) wall between the ball and the wicket. As regards that 97—well, More himself assured me that it was a rotten innings, and I see no reason for disagreeing with him.

On the whole, the scoring was fast, which is a whole lot in its favour.

R. S. M. Williams was the only R.G.A. man who even looked like getting runs. Once started, he several times hooked Bowker off the pitch in a workmanlike manner. His dismissal may have been the result of the Gaby Glide that Lammert affects. One always feels that he has missed his step, and I am usually in an

agony of nervous apprehension that he will overbalance. However, with it all he gets the wickets—which is what he's there for.



"GABY GLIDE"

The Club fielding was nearly as bad as the R.G.A.'s. Four men rushing at a catch, then standing aside in an "After you, please" manner, while the ball fell between. Far better had they all tried, even if they bumped their heads together. We can always replace the men—but never the catch.

I have heard a lot of complaints lately (the justice of which has been borne out by my own observation) of the slowness of the I. R. C. and the C. R. C. It is now unanimously acknowledged by other teams, that when playing either of this pair the only possible means of arriving at some definite conclusion in the three hours and three quarters allotted, is to endeavour to get them out first and then try and knock off the necessary runs. A case in point occurred on Saturday, when the I. R. C. declared their innings closed at a quarter to five after making 191. With the inevitable interval this necessitated the Civil Service obtaining 192 in fifty minutes—a herculean task which was beyond even their powers although they made a commendable effort.

Slow cricket in a half-day match is one of the worst crimes in my calendar. It bores the spectators, it wears the fielders and can give no real cricket joy to the batting side. An afternoon of solid defence may afford some players much the same sort of satisfaction that a comfortable bank balance does, to most of us; but what can compare with getting the ball in the meaty part of the bat good, hard, and often?

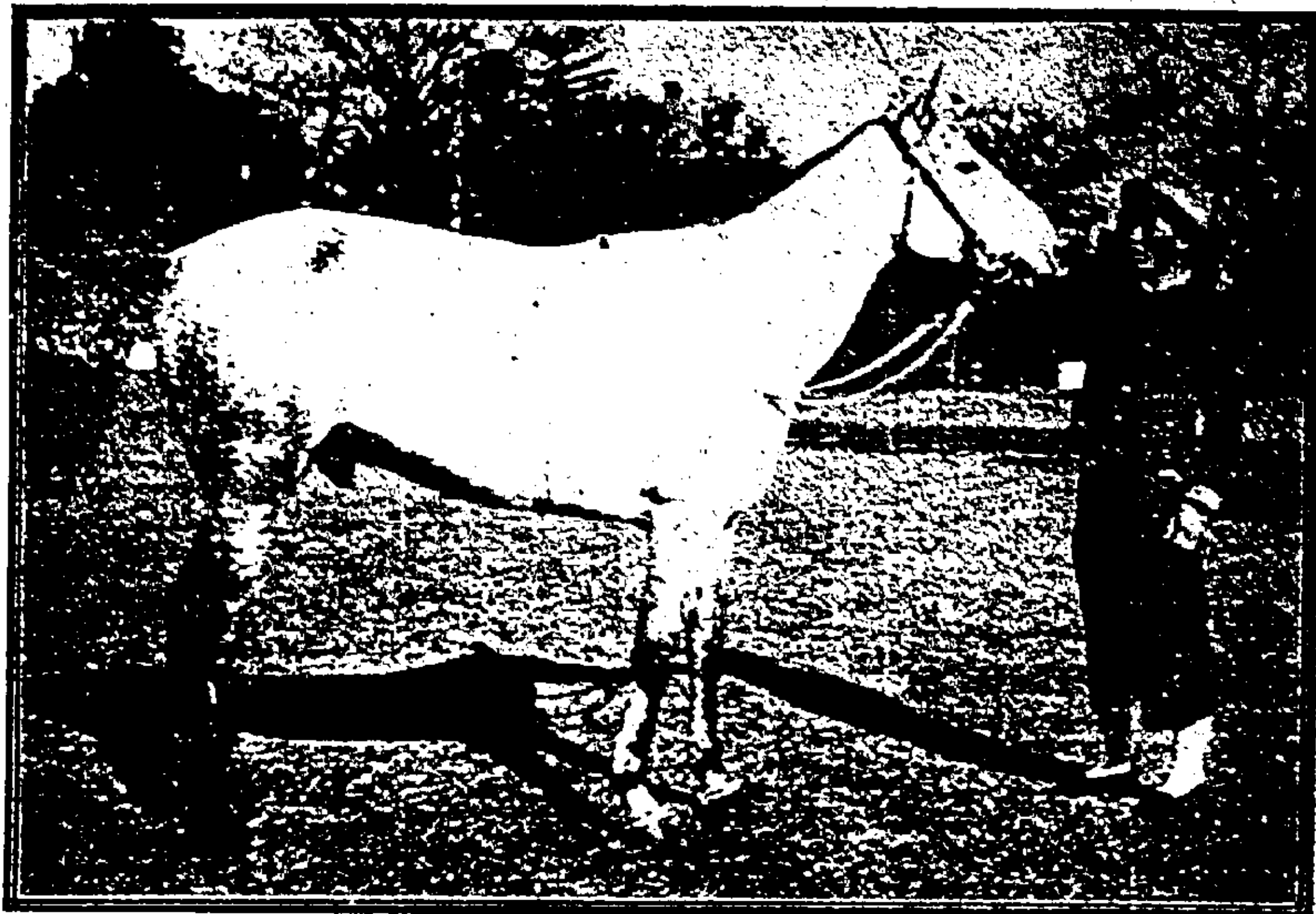
After all, one does not play cricket for the quiet satisfaction of achievement—still, it takes all sorts to make a world, and if every one hit like Sutherland and "Sonny" Wood we shouldn't appreciate "Sonny" Wood or Sutherland.

An eminently respectable professional man tells me the following:—

He was playing in a certain place (which shall be nameless) the geographical formation of which, I should imagine, is very similar to Hongkong. It was a 2,000 ft. climb to the pitch, which was situated on a miniature plateau. When he went in to bat, he felt that he was seeing "em well, and that this, indeed, was his day. He took guard and then made a complete and deliberate survey of the field, observing with much satisfaction that mid-on was the only fielder on the leg side. He played a few balls carefully and then the bowler sent down a long hop on the leg stump which was promptly and very forcibly hooked over the square-leg umpire's head and disappeared. Much to his surprise, a grinning and triumphant fielder appeared over the brow of the hill with the ball in his hand. There was a painful pause, during which the batsman slowly realised that he had been caught.

The complete leg trap. Well, gentlemen, I leave it to you. Personally, I believe it.

TWO SHANGHAI RACE PICTURES.



Here is Abbeyfield, the winner of Champions Stakes at the Shanghai Races.



Sir Ronald Macleay, K.C.M.G., H. M. Minister to China, was one of the distinguished guests at the Shanghai Race Club's Autumn Meeting. On his arrival at the Race Course he was met by Stewards of the Race Club. He is seen with uplifter hat in the centre of the group.

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SPECIAL

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A FURTHER JINGLE.

IN APPROVED LOCAL FASHION.

[BY W. H. C. J.]

Another bow on Hongkong's stage:
I promise not to fill a page.

Alas! The heavenly being of light!
My whole heart melts within thy sight.
Adorable! I dream all night:
Only of thee; and in this plight
I'd bid me forth whole worlds to fight
Only for thee, and win the right
To lay their treasures at thy feet.

Without thee life were empty,
And made up of black loads of care:
To contemplate I don't dare!
Olympus had no better fare
Than thy sweet kiss, O nectar rare!
Dearer than gold: beyond compare!
I feel thy fire in each heart beat!

Shining before me like a star,
Thou callest to me from afar,
And guidest me across the bar
Where, life's wrecks lie, or sinking are
To sandy floor: O make or mar
My journey, soften each rude jar,
And lead my footsteps, when we meet!

Hast thou a heart? Then bear with me
Who cannot think to part from thee.
Over vast hills and 'cross the sea
I'd voyage for the chance to be
Thy lover, and to find the key
That opens vistas heavenly—
O! Come to my lips, thou Whisky near!

The Editor has a baleful glare:
I think I'll hasten down the stair!

THE GYMKHANA.

ENTRIES AND HANDICAPS.

The entries and handicaps for the extra Gymkhana, to be held on December 1st., are as follows:—

Hamilton Sprint (5 Furlongs).—Lt. Com. H. N. Lake's Kiloona, Mr. A. A. Alves' Jade Stone, Mr. H. B. L. Dowbiggin's Cheesman, Capt. G. E. Oxspring's Malyern, Mr. Blank's Discard, Messrs. Potts and Croucher's Fire King (late Palm Leaf, late Gallosgate), Dr. F. H. Kew's Mopoke, Mr. A. H. Carroll's Olive Leaf, Mr. H. M. Dyer's Skylight, Mr. Roda's Maine.

Kilmarnock Handicap "A" (Class G 4 mile).—Ramsbury (153), Strathfarrar (157), Violet Leaf (156), Bluebottle (155), Yellow River (155), Rivergrass (159), Petrol King (154), Clover Leaf (155), Speckled Mouse (156), Drake (149), Laurel Leaf (159), Sovereign Bill (159), Arizona (150), Country Mouse (149), Gold Bill (149), Adonis (147), Ragtime (151), Pencaastle (146), Copper Bill (144).

St. Andrew's Quail (1 1/2 mile).—Mr. Bill's Silver Bill (late Australboy), Mr. Bill's Gold Bill (late Australcard), Mr. Hollen's Adonis, Dr. F. H. Kew's Kukulburra (late Mosaic Tile), Mr. A. H. Carroll's Violet Leaf, Mr. A. H. Carroll's Clover Leaf (late White Cloud), Mr. A. H. Carroll's Ivy Leaf (late White Star Dahlia), Messrs Dyer & Beith's Drake (late Henry VIII), Mr. S. C. Clayton's Ragtime (late Kennington), Mr. C. C. Boyd's Ramsbury (late Roman Pride), Mr. Peta's The Gambler (late Slander).

Trossach Handicap (1 mile).—Fern Leaf (167), Strathfarrar (161), Speckled Mouse (160), Bluebottle (159), Orient Dahlia (156), Ragtime (156), Arizona (155), Rivergrass (154), Drake (154), Country Mouse (154), Gold Bill (154), Adonis (152), Pencaastle (151), Bandicoot (148), Ivy Leaf (144), Ding Dong (141), Olive Leaf (149).

Gorbals Gallop (3/4 mile).—Bandicoot (162), Finvoy (158), Roman Sparrow (159), Knochuh Leg (156), Ding Dong (154), Silvo

DAY BY DAY.

The silk which left here by the P. and O. s.s. Karmala on the 19th. October was delivered in Marseilles on the 20th. November, a transit of 32 days.

Mr. Ramon Alberto, Jr., a talented young musician from Manila, has arrived in the Colony and plans to give a public performance at the City Hall at an early date, using an ordinary carpenter's saw as musical instrument. The possibilities of this implement will be demonstrated in a number of melodious selections to be given at the performance.

That extraordinary lack of courtesy was shown by the defendant was the substance of a complaint uttered by the Magistrate in a case in which Mr. Manamara to-day appeared to defend a Chinese summoned for an offence by the Sanitary Board. The lack of courtesy which was commented on by his Worship as closely approaching to contempt of Court, lay in the fact that recently the defendant sold certain property to another individual, and the Sanitary Board, not being informed by the defendant as to the exact position, had served the notice on him. As the wrong man had been summoned, his Worship had to dismiss the case.

(154), Dandy Kid (152), Fire King (152), Chetsman (152), Lighting (151), Skylight (147), Brigand (146), Olive Leaf (146), Maine (145), Kileen (144).

Dumfries Plate (1 Mile).—Mr. Ridge's Arizona, Messrs. Albert & Arnold's Ding Dong, Mr. Bill's Gold Bill (late Australcard), Mr. Bill's Silver Bill (late Australboy), Mr. Bill's Sovereign Bill (late Roman Eagle), Mr. H. Humphreys' Country Mouse (late Stonycroft), Mr. A. H. Carroll's Olive Leaf, Mr. A. H. Carroll's Violet Leaf, Mr. A. H. Carroll's Laurel Leaf, Mr. Arlpsac's Bluebottle (late Waterlily), Mr. Roda's Maine, Mrs. Bernard's Rivergrass.

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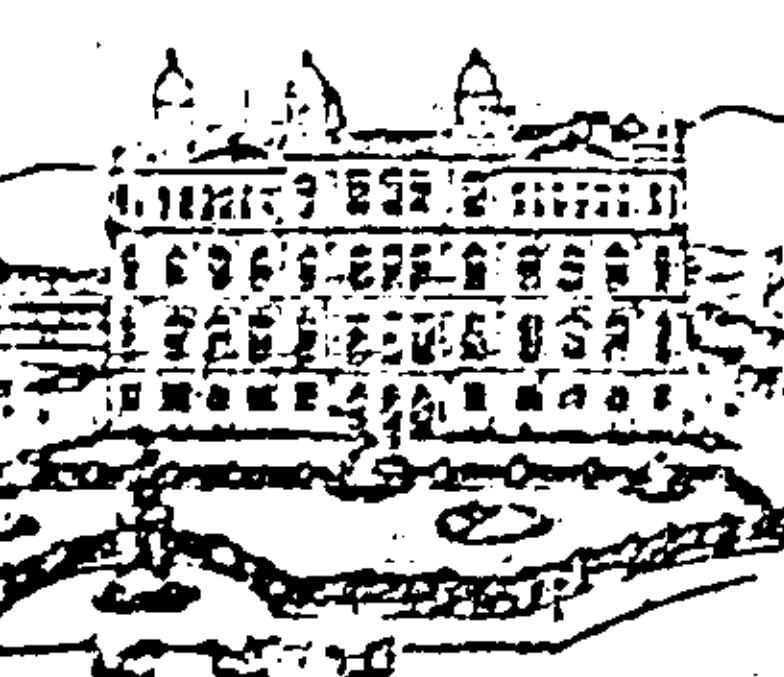
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French Grey	Signal Red	Light Drab	Dark Royal Blue	Sand-stone
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Dark Green	Black	Light Azure	Blue Light Stone Color	Ivory White

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PRINCE RUPPRECHT.

We are more interested in the fortunes of Prince Rupprecht (who may yet be King Rupprecht) than in the other German ex-royalties, for he is, according to the Legitimists, the rightful

monarch of these realms says a Home paper. He represents the ninth generation from Charles I. and inherits the claim from his mother, Maria Theresa. But at the moment his chances are not so good as they appeared for a little while in the autumn of 1914.

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F. O. V. Liqueur.

B. B. Pale Old Liqueur.

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Pinnacle Navy Cut	...	\$1.20
B.D.V. Mixture	...	\$1.30
Cordangan	...	\$1.50
Boardmans, Chairman, Recorder, John Cotton, Barneys, Parson's Pleasure, Punch Bowl, Army Mixture all to	...	\$1.50
Ardath	...	\$1.40
Valladis Egyptian Cigarettes reduced to non plus ultra	...	\$1.60
La France	...	\$1.40
Dames	...	\$1.40
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English made Fabric in white, Chamois, grays, and fawn colour. Chamois leather with plain or black stitching, and fawn or grey doeskin.

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Fownes white kid or white fabric and doeskin which are washable.

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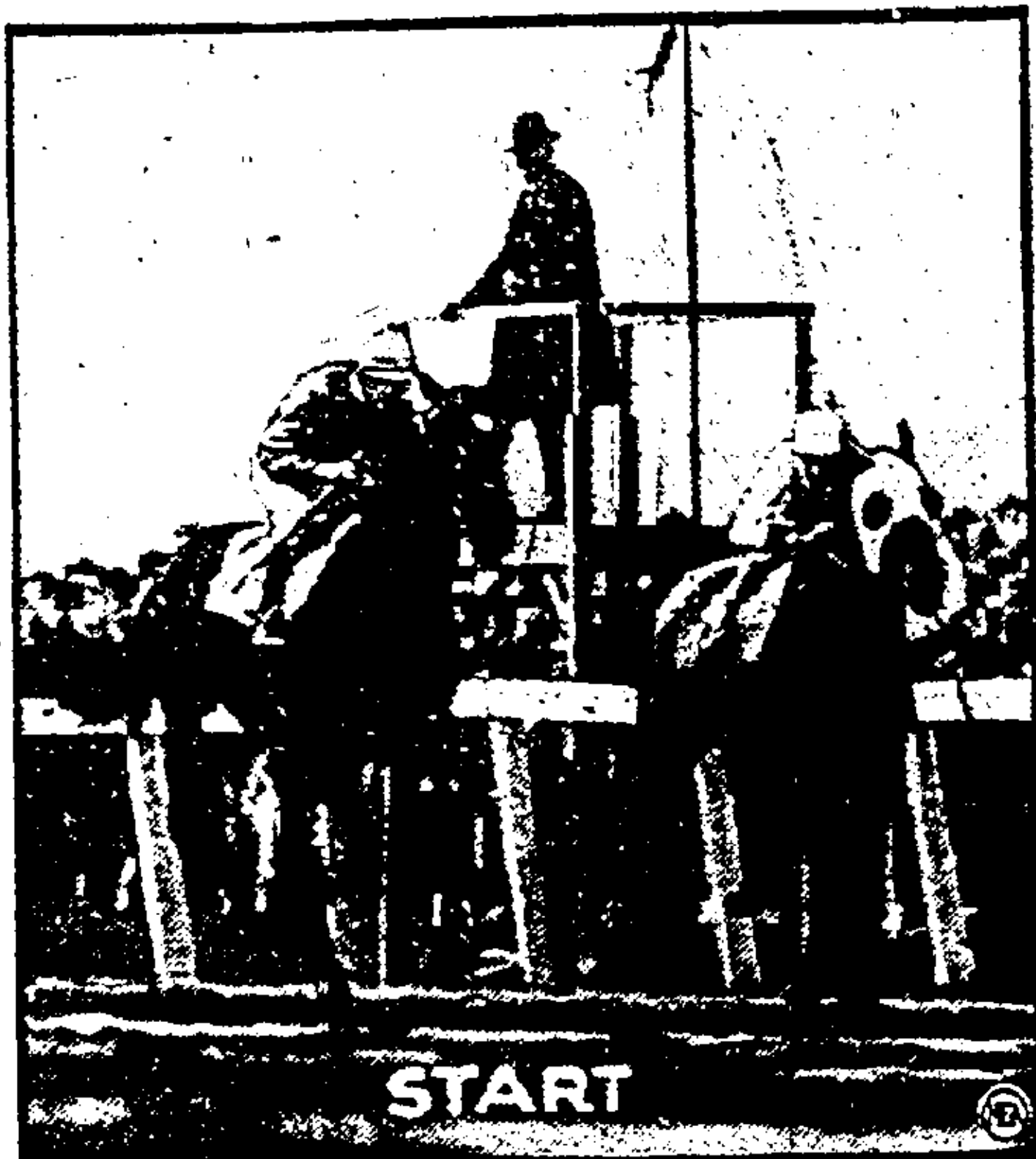
every day

—and make their milk puddings, bread-and-milk, porridge, etc., with Glaxo!

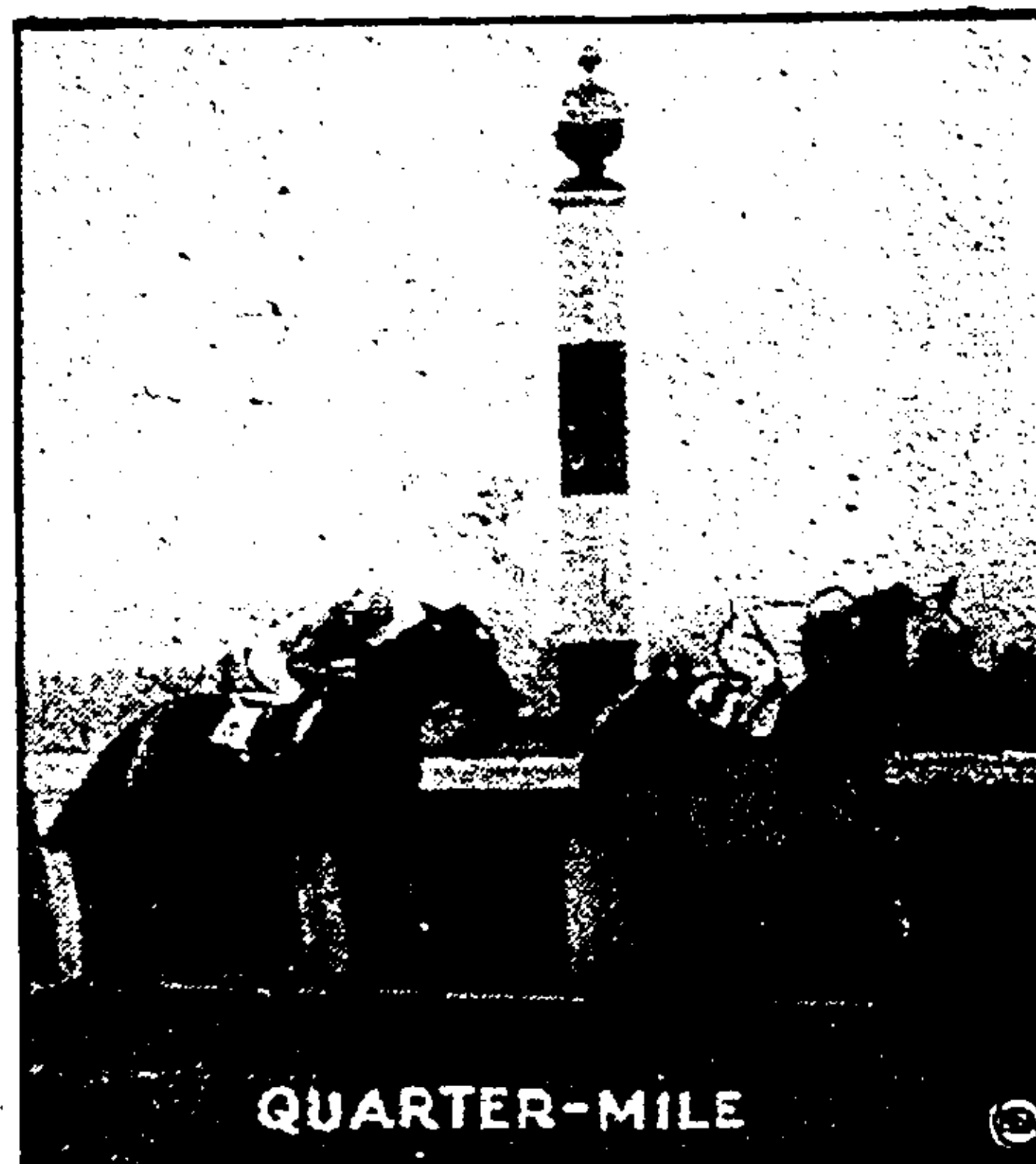
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CAMERA NEWS.



Here is the start of the Zev-Papyrus race, the American horse getting away first.



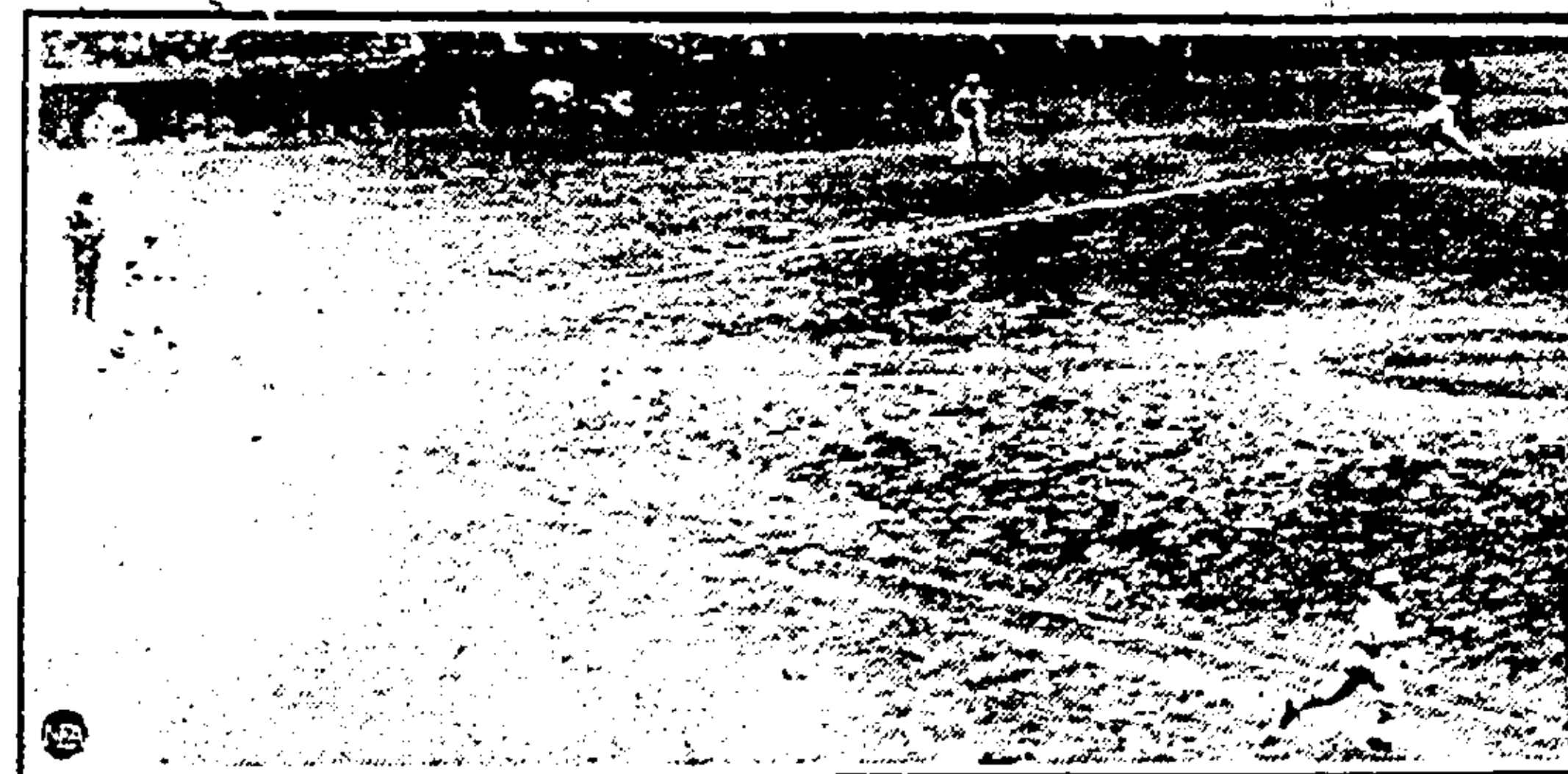
This probably shows how the race was won and lost—Sande allowed Zev to run with his head free, while Donoghue seems to be restraining Papyrus from Zev's killing pace.



Lady Ellen Nina, now Lady Francis Montagu-Douglas-Scott, daughter of the former governor-general of Canada, has been waging a campaign since the armistice to reimburse men who went to war.



At the mile post Zev's advantage has increased.



Here is a snapshot of one of the opening baseball games of the world series, Bancroft scoring two for the Giants.

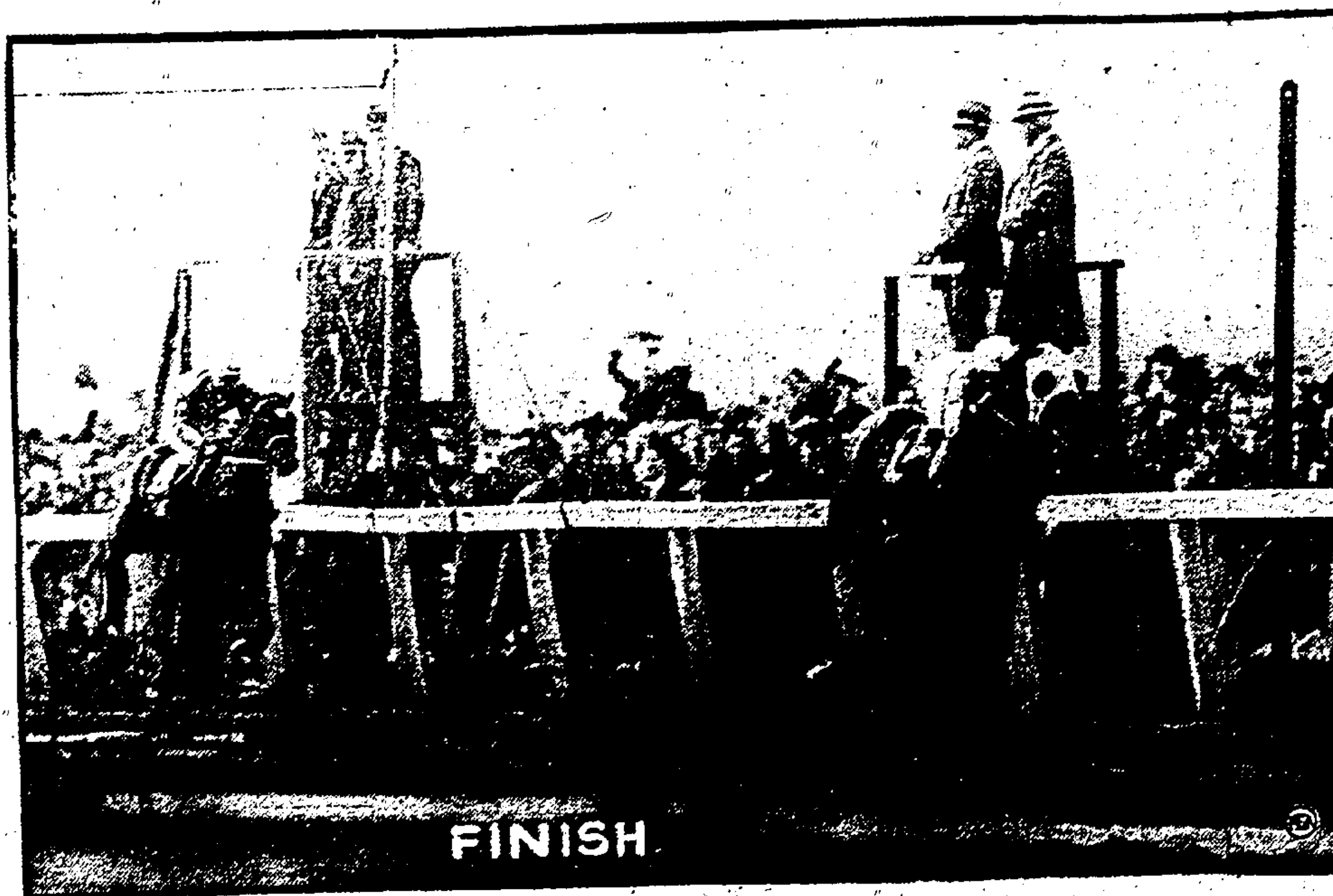


Photo shows Zev winning from Papyrus. The winner received \$80,000 and a gold cup; the loser, \$20,000.



Signora Mario Calderara, the wife of the newly appointed air attaché of the Italian embassy at Washington.

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NON-STOP MUSIC
ANNOYANCE."Continual Practice"
Justifies Complaint.

"No one has a right, although earning a living as a musician, to practice music at the expense of other people's comfort," said Judge Scully at Marylebone County Court to a landlady who sought possession of a tenant's rooms.

A nuisance was alleged, and the tenant answered that the landlady's daughters practised the piano and cello for hours daily, and for nine hours on Sunday.

Practice of music for long hours, especially on Sunday afternoons, declared the judge, was a matter of which people living on the same premises might justifiably complain. Continual practice on stringed instruments was a considerable annoyance to those who had to listen to it.

It was no excuse for the landlady to say that her daughters made their living by music, and, in this case, the practice described by the tenant was a reason for refusing an order for possession.

LOCAL RADIO NOTES.

[BY "FILAMENT"]

I am glad that the rather outspoken criticisms of local radio conditions which were voiced in these notes last week were apparently taken so well. I have heard comments from all sides that they were at least bordering on the line of common sense. Hongkong is a queer place as far as criticism goes, one is confronted with the natural difficulties of a small community, where criticism is often mistaken for malice. If I have not made it clear before, let it be known that these comments are for the good of radio in general; I favour no monopolies, cliques nor individuals.

One of the main topics among radio enthusiasts is the vexed question of regeneration. Receiving-sets designed to use this method of valve oscillation constitute, we should say, at least 70 per cent of those in use in the Colony. There seems to have been an unwritten edict sent forth from the Government or the Radio Society, or from some other authority, that no regenerative sets are to be allowed. I think that this prohibition is right, although if we could trust every user of such a set to use it properly, there would be no need for it. To prohibit regenerative sets is depriving the real radio amateur of a line of experimentation which is extremely interesting. However, the whole subject of regeneration can be, and undoubtedly will be, thrown into the discard in the near future, for this method of reception of radio waves is already out-of-date in other countries. The reflex circuits and their recent adaptations have supplanted all previous book-ups, and are unquestionably so superior, so simple to operate and so much less costly, that to bother much about regeneration, or regeneration "is, in my opinion so much waste of time.

The new Grimes reflex system of making two or three tubes do the work of five or six respectively, is the last word in receiving, and those who were privileged to see a demonstration of the circuit locally during the past few days have had the wind taken out of them. The set in question, using three dry-cell tubes, brought in signals on an 18 inch loop aerial, with no ground connection, from 1530 and 1800 miles with an ease and selectivity that was astonishing. The set is absolutely foolproof, has one dial for tuning and one other control for turning on the filament current to the tubes. It receives without practically any static interference, and the demonstrator for comparison had a three tube regenerative receiver working at the same time on an outside aerial, over which the static crackled in, while on the Grimes set the interference was practically nil. We predict that this will be the popular set in this district, at least until some other goes one better.

The local broadcasting has been made a good deal more interesting on recent nights by the Radio Communication Co. giving some very excellent lessons in Morse Code for those wishing to learn it. I heard the first two lessons, and they were given in a very clear, practical manner and the announcer at the Kowloon station has many more followers in these lessons than perhaps he himself imagines.

The idea of teaching elementary Morse through broadcasting is an excellent one, for it is a well-known fact that the concentration exercised in listening-in is very helpful to the memorising of what is received.

According to the broadcasted announcement, the Hongkong Hotel are removing their transmitter to a larger room so that they can accommodate at least part of their orchestra for use in their programmes. I understand, however, that another reason for the change in location is to secure better aerial and earthing conditions, and I trust that the results hoped for will be achieved. Fenced in as they are, however, with buildings and other absorbing factors, all the technical skill at their command will be required in getting the maximum results from their transmitter. Nothing is more ruinous to clear modulation than the presence near the antenna of steel frame structures which, in absorbing the energy given out, creates cross fields and currents which cause fading of signals and erratic behaviour of the modulation circuit of the set.

What is the Government of Hongkong really going to do about radio in the Colony? I was sitting the other day with one of the officials in close touch with the situation, and it is apparent that the Government itself is still undecided.

But it is apparent, also, that the recent recommendations made in England, which were published in the *Telegraph* a few days ago, have given the local officials a much wider, and still more sympathetic view towards the broadcasting situation. It has been proved at Home that a great many of the restrictions and petty regulations first created were preposterous, and many of them were inserted at the instance of monopolistic radio companies having a big influence in the trade in apparatus. Above all, I hope that whatever privileges are granted in Hongkong they will be fair to all and not favour the big fellows.

Hongkong folks who are just beginners in radio are meeting with a problem which all other countries have gone through when the science was young. I refer to the selection of a loud-speaker. Being a dyed-in-the-wood opponent of almost all and every loud-speaker device, perhaps I am prejudiced, but my personal opinion is that to purchase most of the loud-speakers now being offered is to court disappointment and to waste good dollars. Every radio engineer admits that loud-speakers distort both music and voice, and most of them seem to suffer from chronic asthma. That is why, in listening to broadcasted phonograph music coming from an imposing-looking horn, many a man has said: "Well, I would much sooner hear that on my own phonograph at home." Naturally, but there are many improvements being made, and I am confident that one of the companies giving us radio in Hongkong will be enterprising enough to offer us a loud-speaker with a minimum of faults. Some of the latest devices are a marked improvement on others now on the market, which have been given up in places where radio has been in existence for some years.

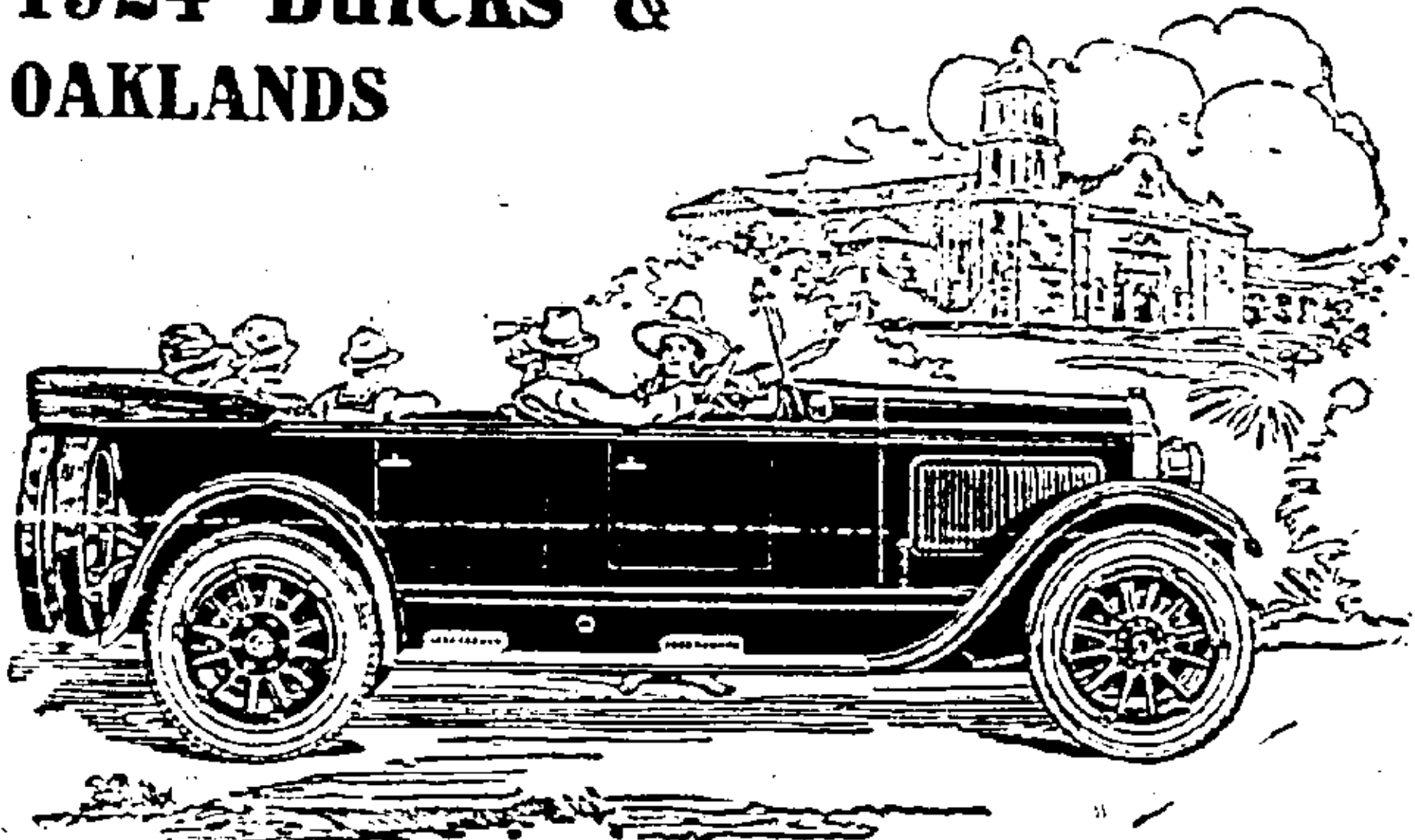


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Kinks O'
The Links

Question:—Player drives his ball from the teeing ground, which is located on the bank of a small body of water, into the water. Has the player the right to retrieve his ball or must he drop the ball back on the teeing ground?

Answer:—The small body of water, on the bank of which is located the tee, is a water hazard. A ball driven from the tee into a water hazard must be regarded in the same light as a ball played into a water hazard from any other place on the course. The player has no right to, again, tee the ball. It must be dropped, but not necessarily on the teeing ground if the player prefers some other place.

Question:—Two players reach the green in the same number of

strokes. The player farthest from the cup plays his ball which takes a freakish course, comes into contact with his opponent's ball and knocks it into the hole. How is such a happening regarded?

It is simply a break of the game which works to the decided advantage of the player whose ball was knocked into the hole. He shall be deemed to have holed out at his last stroke. If he reached the green in three, and then had his ball knocked into the hole when his opponent's ball struck it, his score for that hole shall be three.

Question:—Has the referee or umpire in a golf match the right to take action for any breach of the rules he may see, or must he wait until an appeal has been made before giving a decision?

Answer:—An umpire or referee, when agreed upon, shall take cognizance of any breach of rules that he may observe, whether he is appealed to, or not.

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DEVELOPMENT OF HONGKONG.

KENNEDY TOWN RECLAMATION.

WHARVES AT NORTH POINT.

100 FOOT ROAD FROM CITY HALL TO NORTH POINT.

As explained by the Colonial Secretary at a recent meeting of the Legislative Council, action with regard to Sir Maurice Fitzmaurice's Report on Hongkong Harbour Improvements has been postponed pending the submission to Mr. John Duncan, A.M.I.C.E., Engineer-in-Charge of Harbour Works, of certain technical questions. The chief of these is the possibility of adapting the design of any works undertaken on the lines suggested by Sir Maurice Fitzmaurice in such a way as to provide a wet dock in which large vessels may lie and be protected during typhoons. The following is an account of the discussions which have taken place in the Chamber of Commerce with regard to Harbour Schemes.

The Hongkong Government, in a letter, dated the 23rd May, 1923, invited the Hongkong General Chamber of Commerce to consider the Report of Messrs. Coode, Fitzmaurice, Wilson and Mitchell on Hongkong Harbour Improvements. In preliminary discussions in the Chamber of Commerce, it was remarked that Sir Maurice Fitzmaurice's Report dealt mainly with the development of Hongkong Bay with a view to future developments of the Harbour and made no proposals for improving the facilities of the Port, which is an important trade centre at West Point.

The subject was referred to the Shipping Sub-Committee, which held a number of protracted discussions in which they had the assistance, at various times, of the Harbour Master, Commander Beckwith, and Mr. A. Anderson, one of the engineers of the Public Works Department.

An interesting paper, at the first meeting of the Sub-Committee, Mr. R. Sutherland contributed an interesting paper in which he discussed the Consulting Engineers' Report. He took the view that, in some ways, the Report was a disappointing document, inasmuch as, while 54 of the paragraphs were confined to one particular scheme of jetty and railway connections, the important question of the general improvement of the Harbour received somewhat scanty attention. However, he had learned by experience that this was only part of a very big scheme for the improvement of the Harbour, in which the Town Planning proposals were merged.

The question, Mr. Sutherland suggested, was whether the Government should be recommended to start almost immediately developing where existing trade demands, or whether they should be advised to prepare and embark upon a scheme, not only for present day requirements but for posterity. It must be taken for granted that the railway between Canton and Hongkong, with all its proposed connecting lines, would eventually be completed and the general opening up of China which would follow must be visualized. "Hongkong," said Mr. Sutherland, "instead of being a mere resting place for cargo in transit between Canton and other ports of the world, will be the great commercial centre in South China for all products emanating from an area between here and a line of demarcation which I will take as the Yangtze Valley. On these lines we will have to remember that Hongkong will undoubtedly be the shipping port for the products of the Southern Provinces, particularly Kweichow, Hunan and Kiangsi, from which large quantities of bulk cargo should find their way to the Hongkong terminus. Already such consignments in considerable volume are transported through the Tungting Lake to Hankow or Wuchang, and thence by steamer or lighter, down the Yangtze to Shanghai for shipment to foreign ports.

The Opening Up of South China. "We must therefore make ample provision in Hongkong for the handling of bulk cargo direct from truck to steamer, and this very important point does not appear to have been sufficiently considered in the Report now before us. When I mention bulk cargoes I am considering possible great developments in the export of antimony ore, coal, sesame seed, peas, beans, copper, tin, lead ore, man-

Harbour generally, the Committee might well devote some attention to this particular vicinity. Broadly speaking, the trade at the west of the Harbour is principally confined to rice, flour and sugar. These arrive in whole or part cargoes, and it seems to me that a great deal of unnecessary handling with its attendant expense would be saved if it were possible for vessels—not only coasters but ocean-going steamers—to discharge on the Hongkong side as well as at Kowloon. To look ahead, for instance, even steamers from home, bringing, say, complete consignments of machinery, might easily be stowed for discharge at Victoria and Kowloon, landing on this side what is destined here, and shifting to Kowloon to complete discharge, or vice versa. If berths and godowns were erected at West Point for the discharge of foreign cargo, and smaller piers and transit sheds were arranged for what might be termed local shipments, such as rice, sugar, etc., it seems to me that it would fill a great want, as there is undoubtedly room for improvement in this connection.

Wasteful Handling. "For many years local trade has adapted itself in the way of giving over-side delivery in the stream. This is a way is economical, but it is antiquated and, speaking generally, I think it may be said that the most efficient method of discharging is at a wharf into transit sheds, or sorting sheds. The financial loss to shipowners, junk and lighter men, caused year by year through delays consequent upon the fear of same, must be enormous, and would greatly be minimized by wharf facilities. I am mindful of the fact that a great deal of the cargo goes direct into junks for conveyance to Canton and other riverine ports, but it would still be possible to carry out this method at the same time as discharging into transit sheds. When it is considered that some of the cargo, such as flour, is of an extremely delicate nature, very liable to damage in handling, and that such cargoes, in many cases, are landed at Kowloon, re-shipped into junk and again out of junk and into godown, the necessity for some simpler and more economical arrangement becomes obvious. This is in accord with Para. 30 of the Report.

Mr. Sutherland continued: "I have for some time past been considering putting forward a proposal in connection with improved control of that vast volume of trade between Hongkong and the Canton Delta, namely, the Chinese passenger traffic. I understand that some years ago, when the Piracy Ordinance was under discussion, a somewhat similar scheme was mooted, but in the then existing difficulties nothing came of it. The following suggestion, however, I make with the utmost reserve, knowing full well that it calls for very careful consideration and may be prohibitive for reasons unknown to me. That, however, it would be of incalculable advantage to the Colony as a whole I feel fully confident. In short, it is a proposal for centralizing the native passenger business of river steamers now scattered indiscriminately along the West End of the Praya. I do not know whether you have ever had a bird's eye view of the Praya in the vicinity of West Point and Kennedy Town, when it is deserted by steamers, and native craft which are in typhoon anchorage. If so you will perhaps agree that the antiquated and dilapidated structures putting out irregularly into the Harbour at all angles, which are called wharves, are a standing, or 'loitering' might suit the case better, disgrace to a Colony which is regarded as one of the first shipping centres of the world. The following suggestion therefore will help in a long wanted scheme of improvement, but in addition it is hoped it may be possible to generally modernize the West End of the Harbour in the way of facilities for handling cargo.

Help for the Police. "It is found from particulars given that some thirty river steamers leave and arrive in the course of the day. When it is considered that each of these steamers, on arrival and departure at all hours, have to be examined by the Police and Excise Officers, as well as by various detectives on the look-out for bad characters, the supervising of the Government in supervising the passenger traffic are well understood, and my idea is that a portion of the Praya offering the least number of difficulties, both from the financial and an engineering point of view, a large native passenger depot be established. This could be done by building out

into the Harbour on concrete piles, the Government should care for the quay walls and leave the surface development, such as transit sheds and godowns, to private enterprise. I think that, for the present, the same principle may apply to ferries, provided those interested put into the service the type of vessels required by the public with the growth of the traffic.

"Efficient organisations and equipment exist in the Colony for attending to all these things and no unfulfilled need is evident in that particular."

Dealing with the Report of the Consulting Engineers, Mr. Edkins thought that the scheme for a Reclamation and Jetty at Hung Hom seemed to be one for adoption and gradual development. Every effort should be made in the development of the new berthing piers to link them up with existing wharf organizations in order to secure maximum economy of transport to existing storage godowns, also to encourage the renting of new piers on completion.

"It should be ascertained, if possible, what companies interested will rent piers on completion. Failing the rental of new piers by the public, it may be necessary for the Government to erect transit sheds on its own account in order to assure their being used. In the event of Government transit sheds being instituted, it will be necessary to consider how long goods would be allowed to remain therein and at what charges. It would be preferable to leave the erection of transit sheds to private enterprise, such sheds to be erected according to plans approved by the Government.

"The opinion of the Chamber will probably be in accord with Para. 24 of the Report, to the effect that it is not in the public interest for the Government to institute a Port Trust to take over the present berthing, distributing and collecting operations of the Port. If it is decided not to sell further frontage for wharf development, then the principle recommended in Para. 26 of the Report, namely, that of the Government constructing wharves and leasing them to private companies is likely to appeal to the Chamber, also, as the most satisfactory one to adopt."

Ferries. The Chairman of the Shipping Sub-Committee devoted some attention to the question of communications across the Harbour. He said, "Works to meet the increasing requirements of the ferry service should be designed with liberal consideration for the future, and should be such as to serve large ferries approaching in size those employed between San Francisco and Oakland—ferries which transport lorries and motor cars as well as passengers. This is in sympathy with the views expressed in Paras. 82, 83 and 84 of the Report. The idea I have at present is to provide ferry wharves for ferries along the following lines:

"The passenger ferry vessels on the Hongkong-Kowloon service will sooner or later have to be increased in size to meet the requirements necessitated by the increasing population on the Kowloon side, and it is also certain that rapid and efficient means of transporting motor vehicles between the Island and Peninsula will have to be faced. "The type of ferries suitable would be equal-ended vessels of about 150 feet long by 40 feet beam, and driven by steam or possibly motors and having a speed to give an eight to ten minutes' service. Instead of the present system of side berthing they should berth end on in an entrance of the same form as the vessel, somewhat on the system of the San Francisco type of dock at Market Street Ferry. It is not suggested that the Government should have anything to do with the ferries, but that the wharf should provide for such a ferry.

North Point. "On the lower deck accommodation provided for 12 to 16 motor vehicles (passenger, truck or ambulance) with a barricade on each side, and the remaining space on the deck would carry about 250 passengers when the full complement of cars were carried, with an increased number accordingly when fewer cars carried. The upper deck would accommodate about 300 passengers with a good percentage of covered-in space for bad weather."

North Point, Mr. Edkins considered, would probably develop in course of time into a district with business enterprises and storage godowns, but the passage of some years was likely before it would become a busy commercial section comparable to the West Point trading centre.

Looking to the future there seemed no objection, if funds were available, to building the necessary sea-wall to provide for steamers going alongside; but wharves at this point were not likely to be used by steamers until transit sheds were erected or new enterprises had sprung up in the neighbourhood. It would not be advisable to build the transit sheds until the requirement was pressing.

Mr. Edkins also devoted some attention to the possibility of overcoming by mutual arrangement between the Government and the owners of marine lots the difficulty of economical development at West Point. It did not seem practicable to attempt to provide at West Point for large ocean-going steamers. To do so would disorganise too much the arrangements for coasting and river steamer traffic; also, the junk anchorage, which was necessarily required to be in a central position. The smaller steamers and junks had a greater call than other interests on the frontage at West Point.

Kennedy Town. At this meeting the Shipping Sub-Committee heard for the first time of a scheme for a Reclamation at Kennedy Town, beyond the present tramway return loop. This scheme provided for reinforced concrete wharves with space for godowns and transit sheds beyond the quay and, behind that, an area suitable for similar development. The godown space was coloured red on the plan and provided for a depth of ninety feet; the area behind this, coloured green, had a similar depth. The southern boundary of the scheme was the present Victoria Road. The plan provided for vessels to be berthed alongside. The depth of water was shown as varying from 24 ft. to 27 ft.

It was considered that this scheme would make unnecessary the expensive operations on the Harbour frontage at West Point which had been discussed at previous meetings. Discussion turned on the order of urgency of the various schemes which had been put before the Committee and the general opinion was that a Kennedy Town development should come first; and that, when work started on the Canton-Hankow Railway, it would be quite time enough to make a beginning with wharf construction at Hung Hom.

At this meeting ferry schemes were also discussed, but information was found to be inadequate as to the Government proposals and as to whether the proposed Jubilee Street-Jordan Road service was intended as an alternative or an addition to existing means of communication. The position of the "Star" Ferry in relation to future ferry services was also in doubt.

An intimation of the difficulties in which the Shipping Sub-Committee found itself, through lack of information on the Government policy in regard to several aspects of Harbour schemes, was conveyed to the Colonial Secretary (Hon. Mr. A. G. M. Fletcher, C.M.G.), and he very kindly offered to attend and explain fully the schemes which the Government had under consideration and their relation to one another and to Town Planning schemes.

Attractive Scheme. At a subsequent date, shortly after the severe typhoon of August 15th, a scheme was put before the Chamber by Captain W. Davison, Marine Superintendent of the C.P.S., and Captain S. Robinson, Commander of the R.M.S. Empress of Australia, whereby a large wet dock could be constructed, in which it was claimed ships could lie alongside the wharves in safety in typhoon weather.

Captain Davison contested Sir Maurice Fitzmaurice's statement that "whatever works may be constructed, ships must get into the open away from wharves during typhoons," and Captain Robinson urged that experience, during the typhoon, and the increasing size of the vessels using the Port, made it extremely desirable that there should be some place where such vessels could discharge and load their cargoes without the risk of having to move from their berths in case of typhoons. In brief, the two captains proposed that a protected area with wharves and a railway track upon it be constructed from a point near the eastern end

of the Hongkong typhoon refuge to a point west of Kowloon Point, thus enclosing the Naval Cantonment and the wharves of the Hongkong and Kowloon Wharf and Godown Co., Ltd. A short breakwater near the Police Pier at Kowloon Point would project westward to meet the end of the proposed works, thus providing a narrow entrance to a large enclosed area. Captain Davison claimed for his suggestion that it would only require a constructional length of 8,000 ft. as compared with 7,400 ft. at Hung Hom; dredging to a depth of 7 ft. as compared with 18 ft. at Hung Hom; and an estimated cost of £2,688,000 as compared with £3,315,000. He also claimed that it would provide for 25 ships (350 ft.) as compared with 14 ships at Hung Hom, and this would not include the accommodation already provided at the Godown Co's wharves. From the point of view of typhoon shelter, he claimed that apart from the ships at the Godown Co's wharves, his proposal would protect 14 ships besides launches and lighters, whereas the Hung Hom scheme would provide no shelter from typhoons. Railway connections, he submitted, were about equal, and, as regards current and wind, a basin at Yau-mai would have marked advantages.

Commission Suggested. The Shipping Sub-Committee were strongly impressed with the importance of these suggestions for providing safe anchorage in the Harbour during typhoon weather, and a further discussion took place in the General Committee.

The Chairman (Mr. D. G. M. Bernard) said that the whole question of Harbour Improvements was such a large one that he felt inclined to suggest for the consideration of the Committee that the Government be asked to appoint a Commission to consider the whole subject. Discussions had been proceeding for months on the question of Typhoon Warnings without any progress being made, and perhaps this, and the question of Wireless Telegraphy, might also form part of the reference to a Commission. What the Government policy was in regard to Harbour Improvements, he confessed he did not know.

The Hon. Mr. A. G. M. Stephen suggested that it would be advantageous to meet Mr. Fletcher first, in accordance with the suggestion which had been conveyed to the Chamber, and, if necessary, after that ask for the appointment of a Commission.

A joint meeting of the General Committee and the Shipping Sub-Committee was held accordingly on Sept. 18th and the proceedings occupied nearly three hours. There were present: Mr. D. G. M. Bernard (chairman), the Hon. Mr. A. O. Lunn, the Hon. Mr. P. H. Holyoak, the Hon. Mr. A. G. Stephen, Messrs. A. S. D. Coulson, G. T. Edkins, N. L. Watson, T. G. Weall, Major R. B. Young, Lieut. R. R. Beauchamp, R.N. (Members of the General Committee); Mr. P. A. Cox, Mr. W. S. Brown, Mr. R. Sutherland, Mr. D. Taylor, Mr. W. G. Goggin, Capt. C. R. Eiggs (Members of the Shipping Sub-Committee).

Visitors—The Hon. Mr. A. G. M. Fletcher, C.M.G. (Colonial Secretary), Commander C. W. Beckwith, R.N. (Harbour Master), Mr. A. Anderson (One of the Engineers in the Public Works Dept.) and Capt. W. Davison (Marine Superintendent of the C.P.S.). The Secretary (Mr. D. K. Blair) and the Assistant Secretary (Mr. M. F. Key) attended.

The Chairman, having welcomed the visitors, said that the question of Harbour development had been the subject of careful consideration by the Shipping Sub-Committee, but no decisions had been come to, nor had they yet been able to make a report to the General Committee. The whole matter was of such magnitude and grave import to the Colony in years to come that it was felt that Harbour schemes could not be dealt with comprehensively, as a whole. Only a week ago a new idea was put forward by Captains Davison and Robinson, which, at first sight, looked decidedly attractive, and differed entirely from the Hung Hom scheme. There had not yet been an opportunity for discussing it.

So far as their deliberations had taken them, the Shipping Sub-Committee favoured facilities being extended at West Point, where the most pressing demand existed, and considered development at North Point could wait on this. Greater

plans for the Hongkong typhoon refuge to a point west of Kowloon Point, thus enclosing the Naval Cantonment and the wharves of the Hongkong and Kowloon Wharf and Godown Co., Ltd. A short breakwater near the Police Pier at Kowloon Point would project westward to meet the end of the proposed works, thus providing a narrow entrance to a large enclosed area. Captain Davison claimed for his suggestion that it would only require a constructional length of 8,000 ft. as compared with 7,400 ft. at Hung Hom; dredging to a depth of 7 ft. as compared with 18 ft. at Hung Hom; and an estimated cost of £2,688,000 as compared with £3,315,000. He also claimed that it would provide for 25 ships (350 ft.) as compared with 14 ships at Hung Hom, and this would not include the accommodation already provided at the Godown Co's wharves. From the point of view of typhoon shelter, he claimed that apart from the ships at the Godown Co's wharves, his proposal would protect 14 ships besides launches and lighters, whereas the Hung Hom scheme would provide no shelter from typhoons. Railway connections, he submitted, were about equal, and, as regards current and wind, a basin at Yau-mai would have marked advantages.

Commission Suggested. The Shipping Sub-Committee were strongly impressed with the importance of these suggestions for providing safe anchorage in the Harbour during typhoon weather, and a further discussion took place in the General Committee.

The Chairman (Mr. D. G. M. Bernard) said that the whole question of Harbour Improvements was such a large one that he felt inclined to suggest for the consideration of the Committee that the Government be asked to appoint a Commission to consider the whole subject. Discussions had been proceeding for months on the question of Typhoon Warnings without any progress being made, and perhaps this, and the question of Wireless Telegraphy, might also form part of the reference to a Commission. What the Government policy was in regard to Harbour Improvements, he confessed he did not know.

The Hon. Mr. A. G. M. Stephen suggested that it would be advantageous to meet Mr. Fletcher first, in accordance with the suggestion which had been conveyed to the Chamber, and, if necessary, after that ask for the appointment of a Commission.

A joint meeting of the General Committee and the Shipping Sub-Committee was held accordingly on Sept. 18th and the proceedings occupied nearly three hours.

There were present: Mr. D. G. M. Bernard (chairman), the Hon. Mr. A. O. Lunn, the Hon. Mr. P. H. Holyoak, the Hon. Mr. A. G. Stephen, Messrs. A. S. D. Coulson, G. T. Edkins, N. L. Watson, T. G. Weall, Major R. B. Young, Lieut. R. R. Beauchamp, R.N. (Members of the General Committee); Mr. P. A. Cox, Mr. W. S. Brown, Mr. R. Sutherland, Mr. D. Taylor, Mr. W. G. Goggin, Capt. C. R. Eiggs (Members of the Shipping Sub-Committee).

Visitors—The Hon. Mr. A. G. M. Fletcher, C.M.G. (Colonial Secretary), Commander C. W. Beckwith, R.N. (Harbour Master), Mr. A. Anderson (One of the Engineers in the Public Works Dept.) and Capt. W. Davison (Marine Superintendent of the C.P.S.).

The Secretary (Mr. D. K. Blair) and the Assistant Secretary (Mr. M. F. Key) attended.

The Chairman, having welcomed the visitors, said that the question of Harbour development had been the subject of careful consideration by the Shipping Sub-Committee, but no decisions had been come to, nor had they yet been able to make a report to the General Committee. The whole matter was of such magnitude and grave import to the Colony in years to come that it was felt that Harbour schemes could not be dealt with comprehensively, as a whole. Only a week ago a new idea was put forward by Captains Davison and Robinson, which, at first sight, looked decidedly attractive, and differed entirely from the Hung Hom scheme. There had not yet been an opportunity for discussing it.

So far as their deliberations had taken them, the Shipping Sub-Committee favoured facilities being extended at West Point, where the most pressing demand existed, and considered development at North Point could wait on this. Greater

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(Continued from page 10.)

Ferries

Statement by the Colonial Secretary.	121
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which was going to Amoy
under, in spite of disad-
vantage, which those ports suffer-
ed yearly because the charges here
were so high. This statement was
made by a Chinese Chamber
of Commerce report which had only
been received by the Govern-
ment. They referred to the great
loss sustained on account of ex-
cessive handling charges and gave
figures showing that a very large
quantity of American flour, Australian
and Shanghai flour was being
imported by reason of direct ship-
ping in recent years, instead of
being shipped as formerly. Flour
merchants, in consequence, had suf-
fered.

Three Areas.
Taking that as a basis, the Gov-

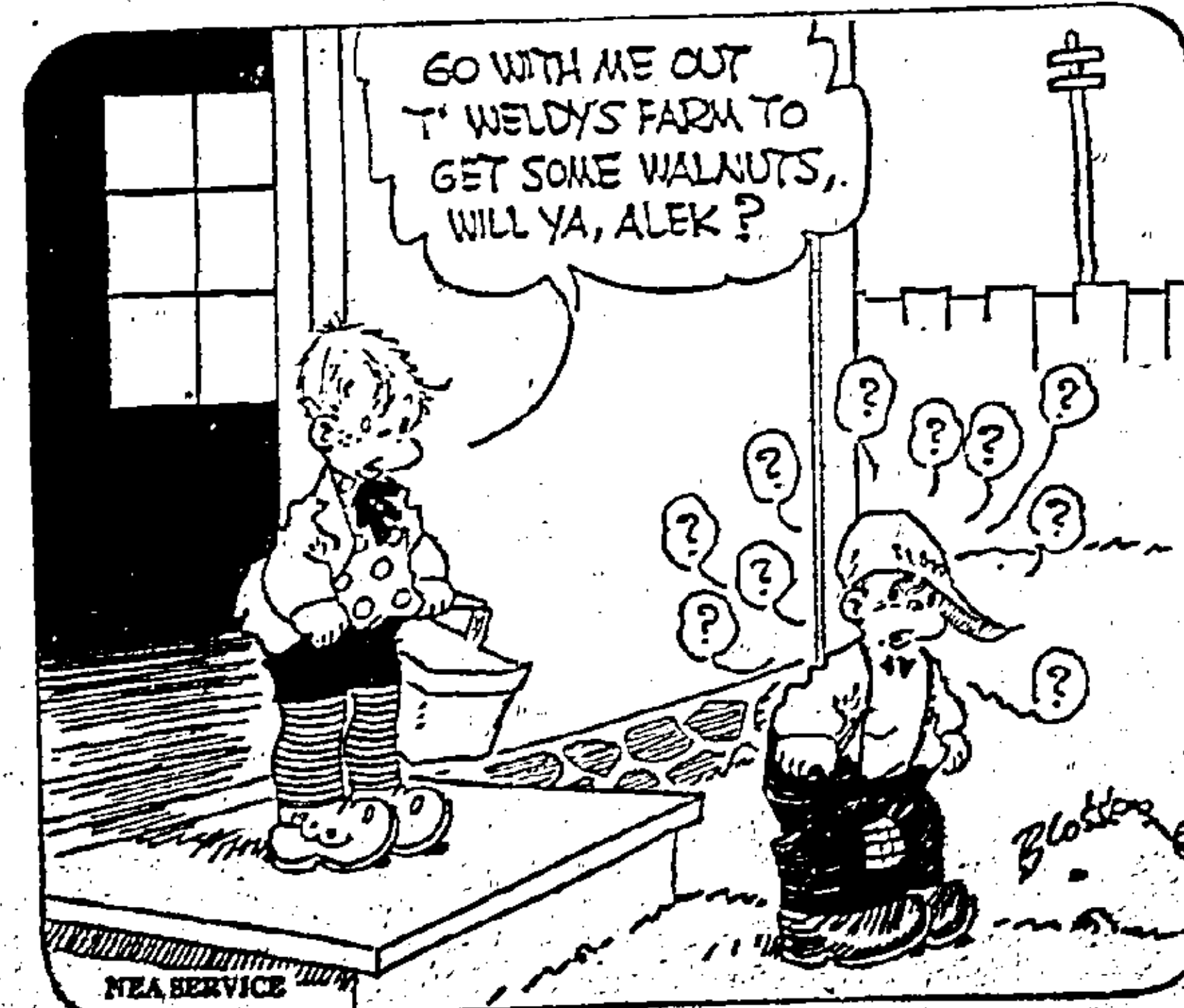
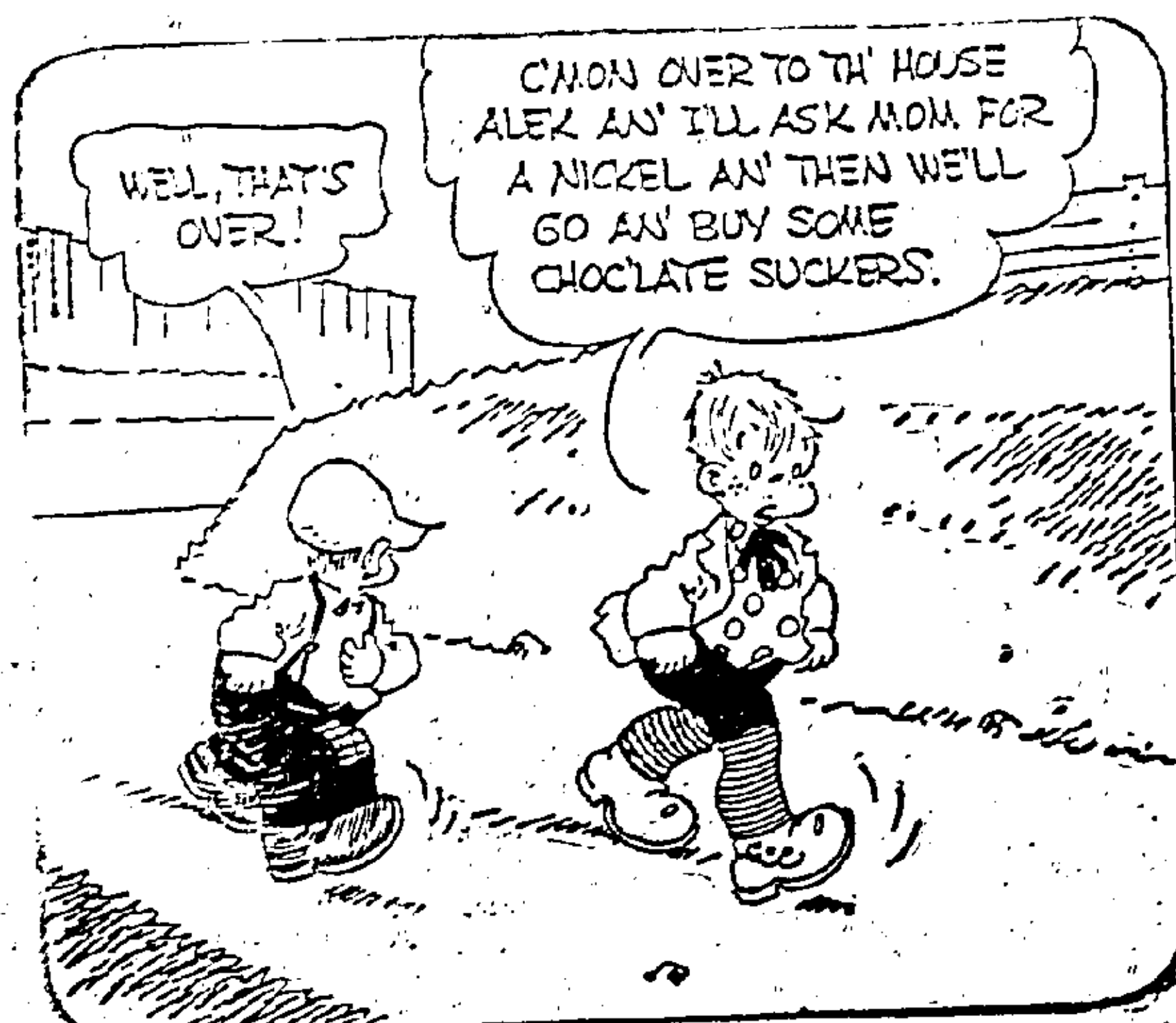
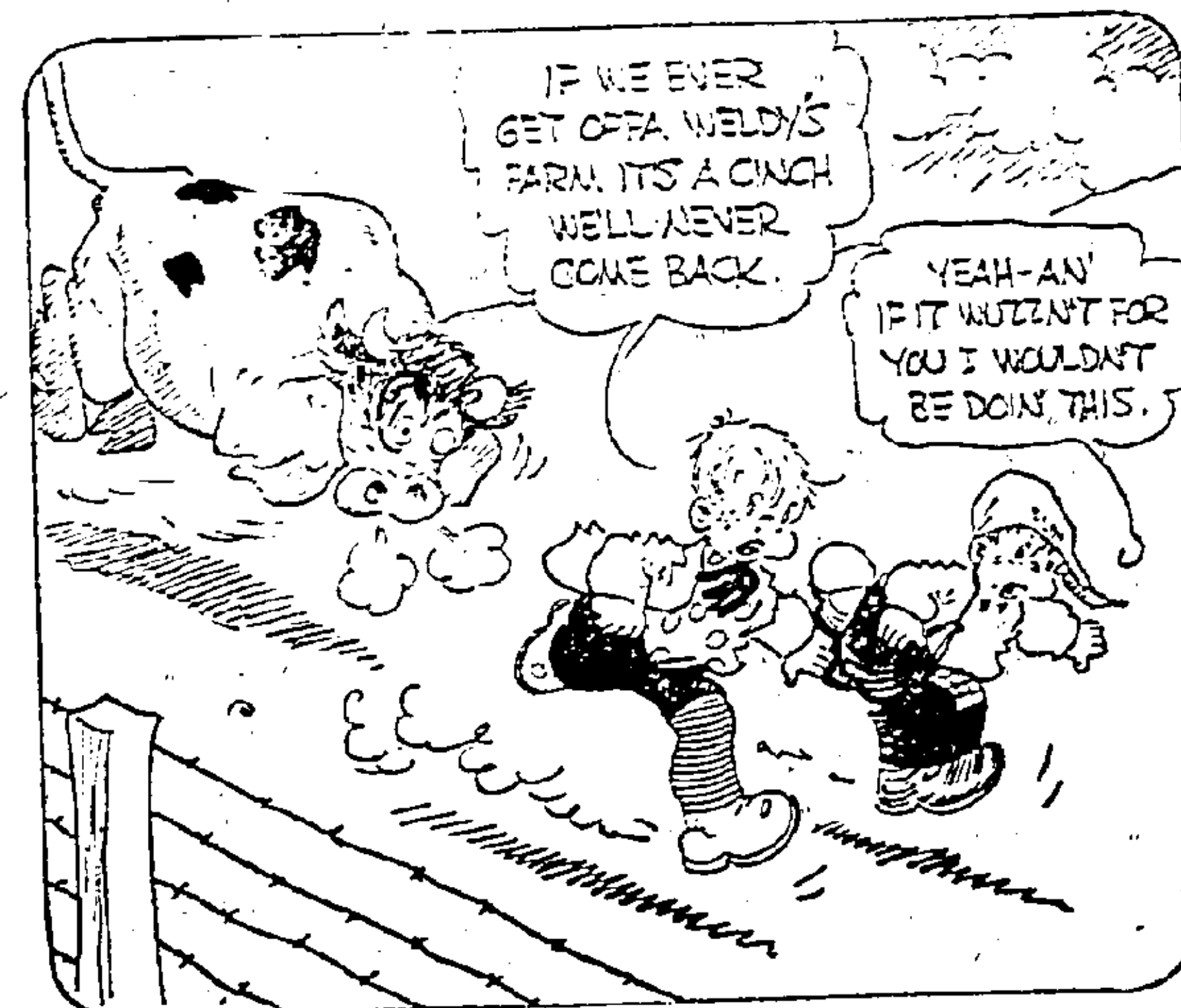
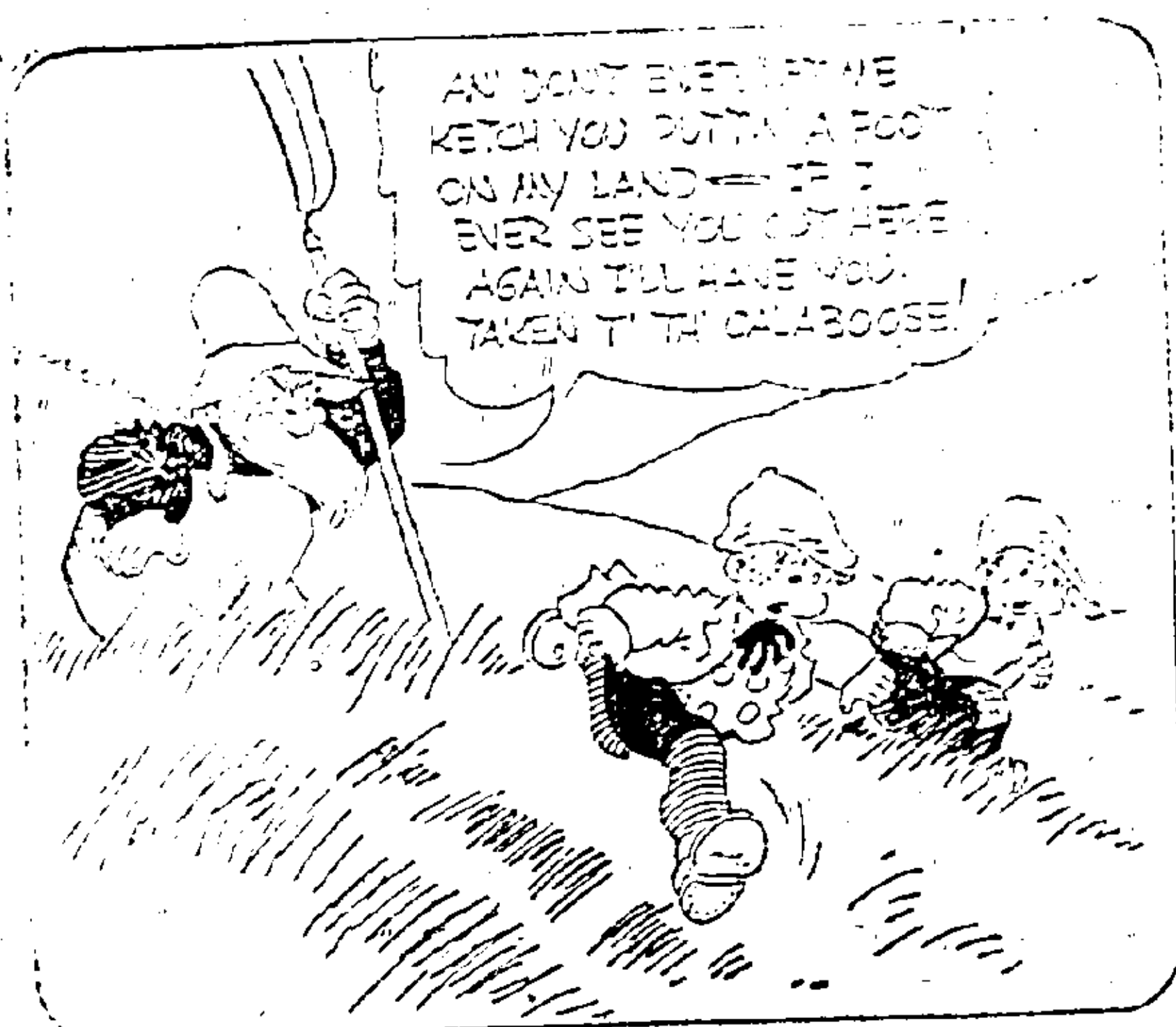
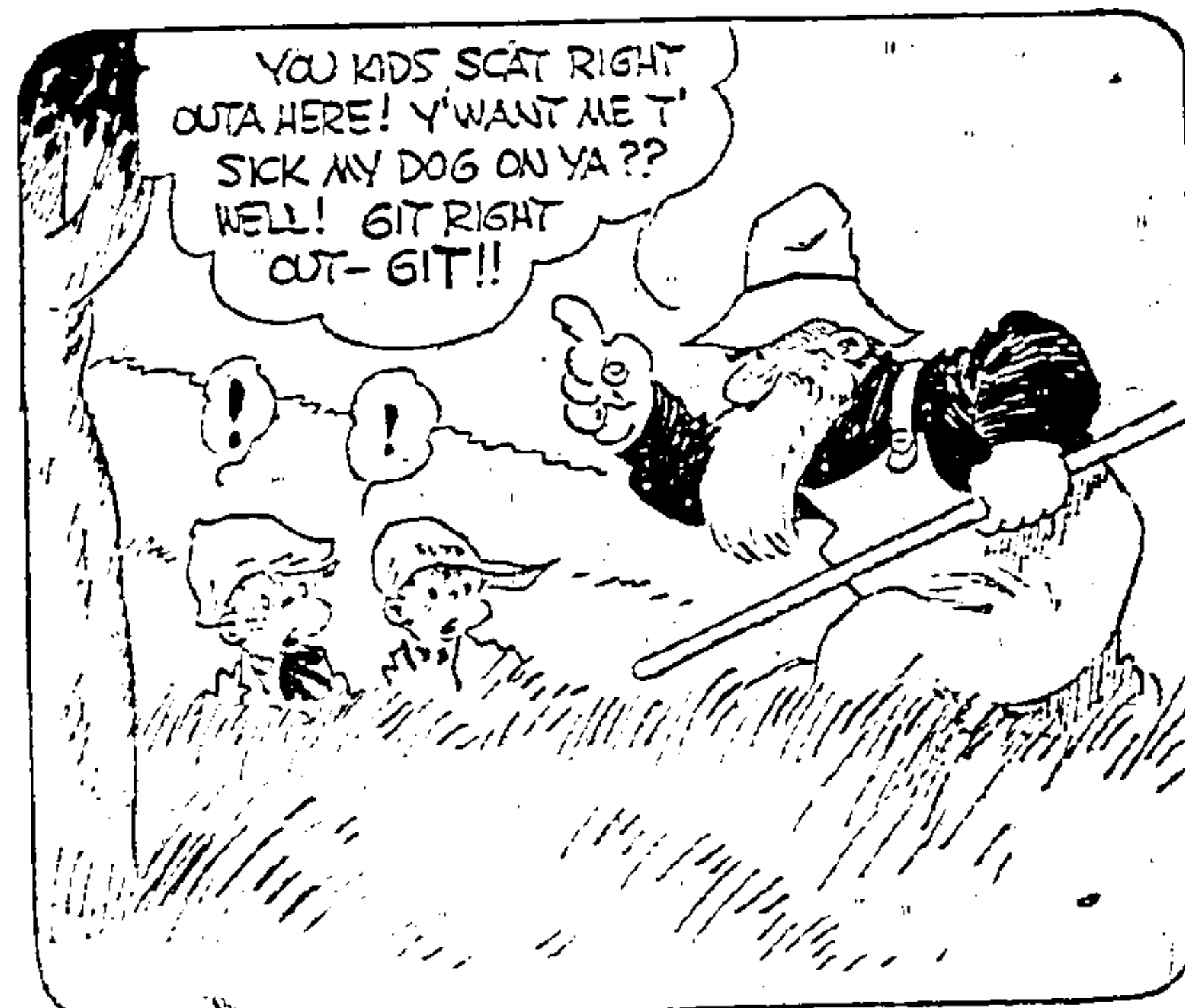
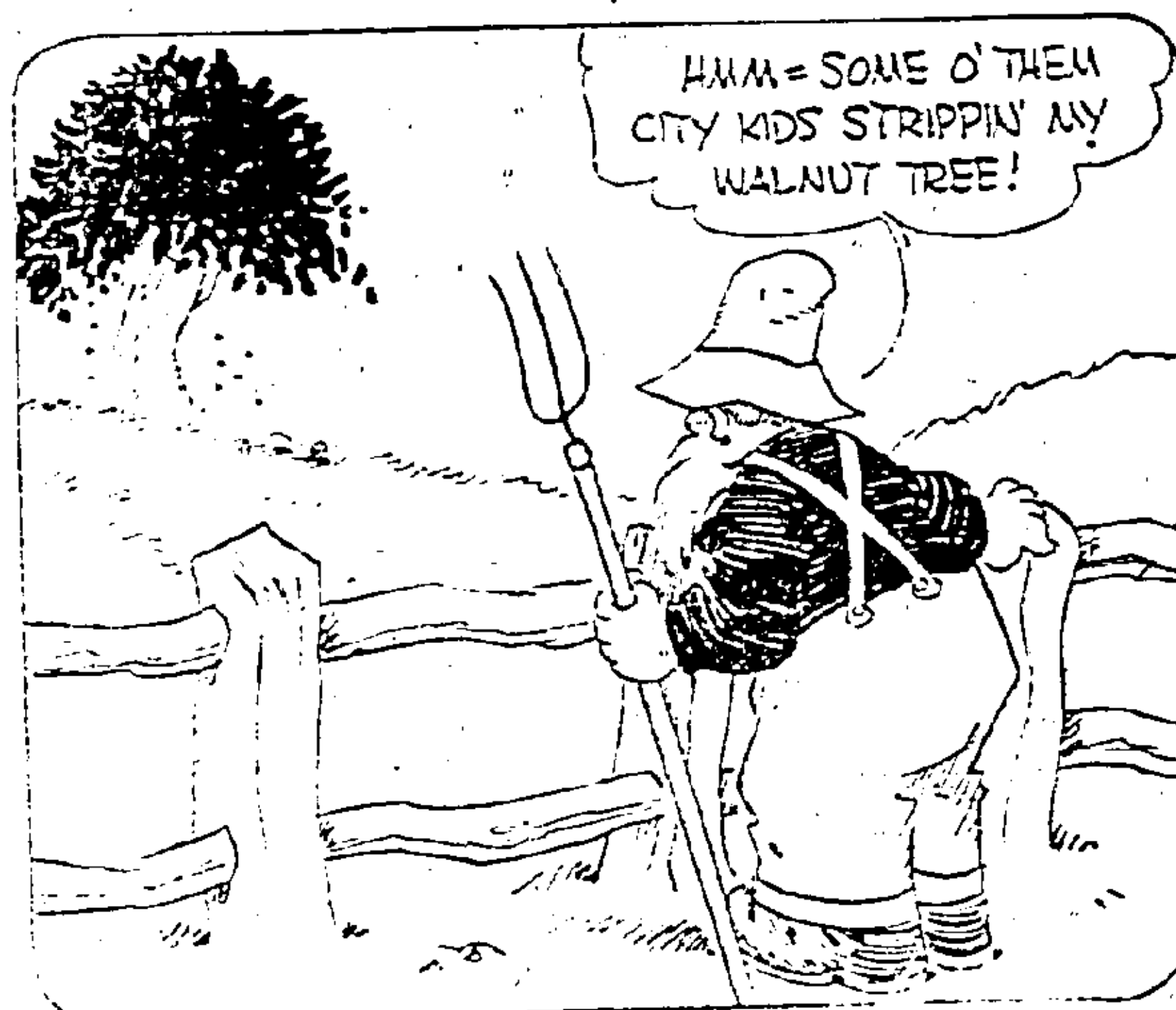
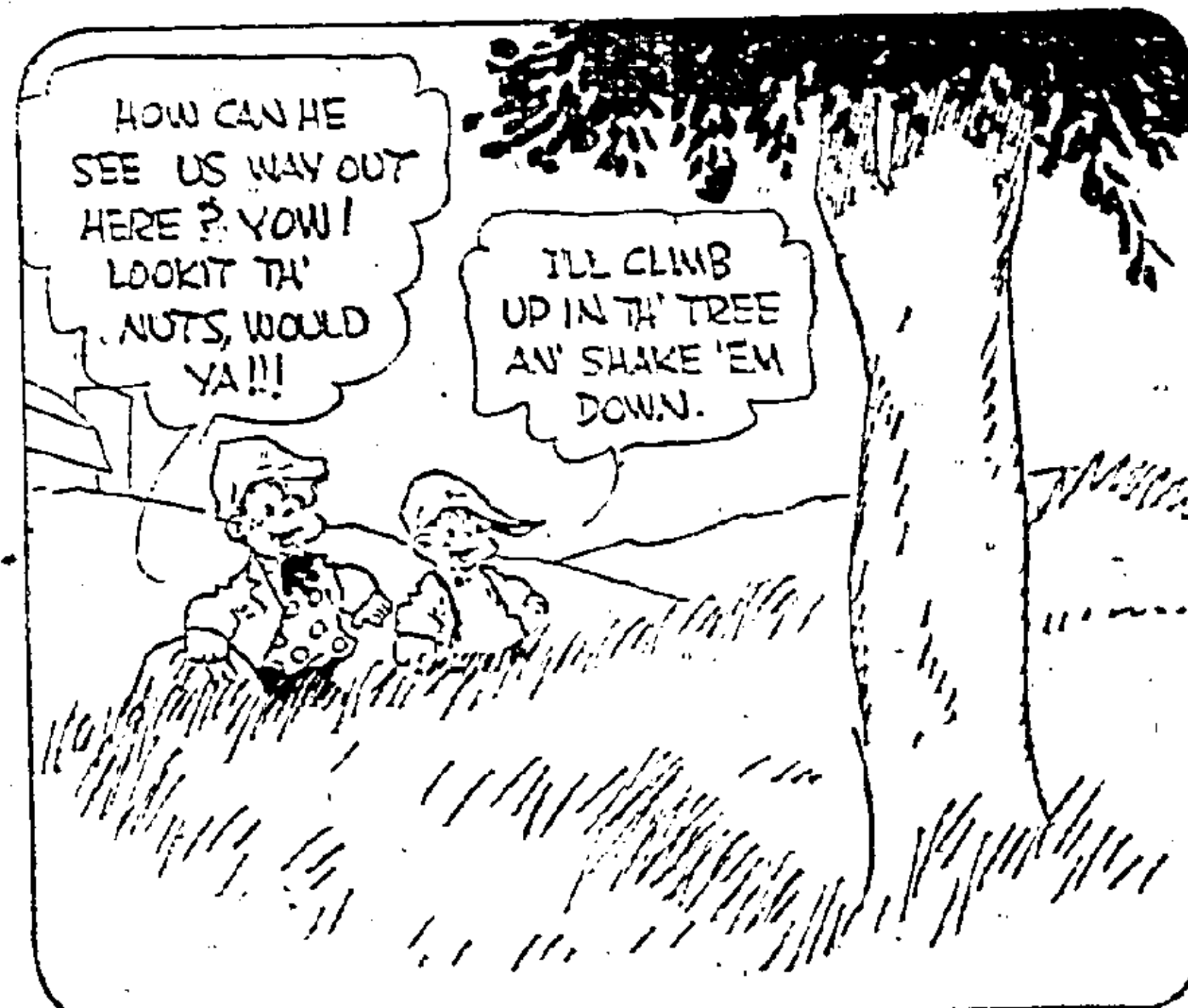
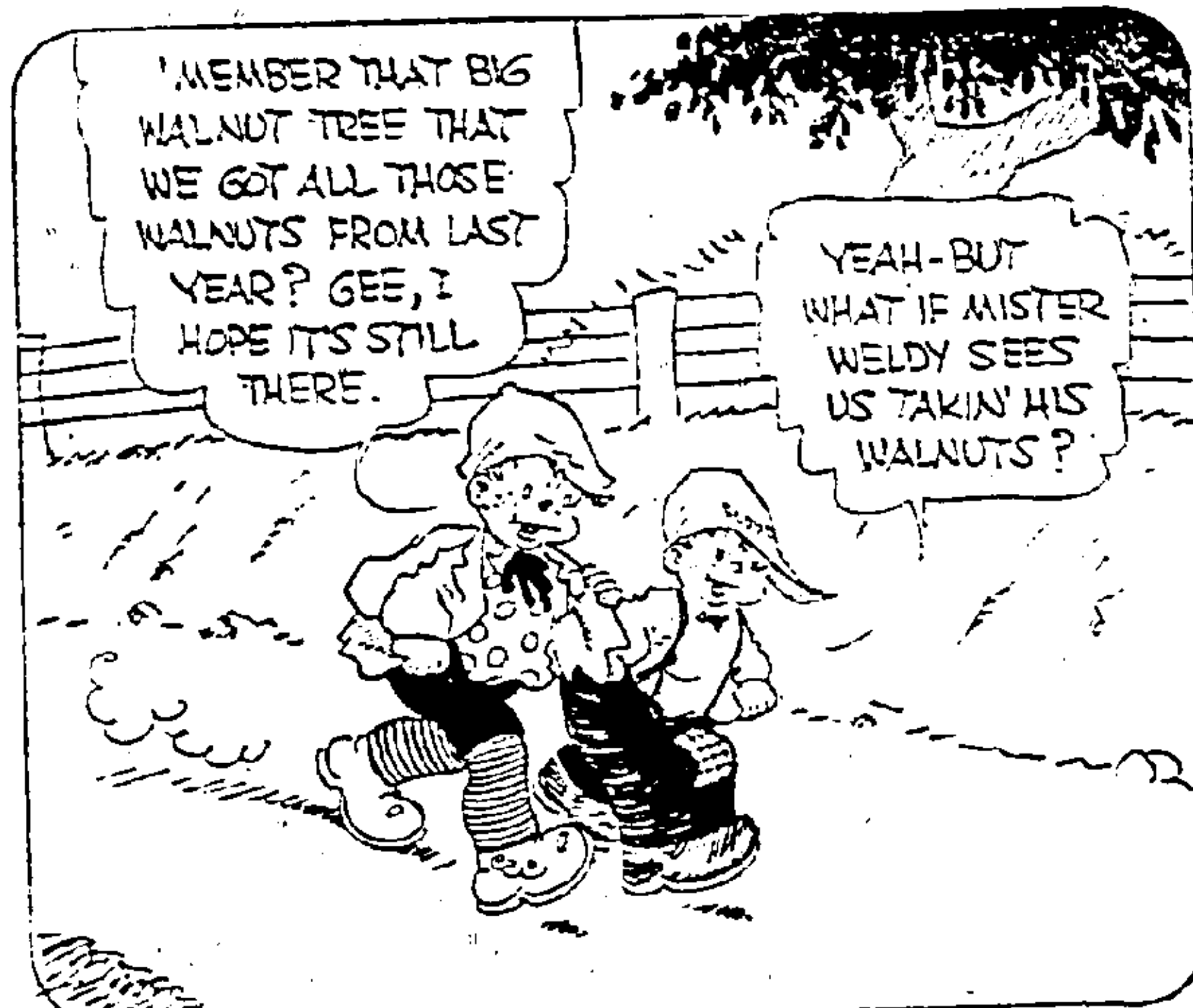
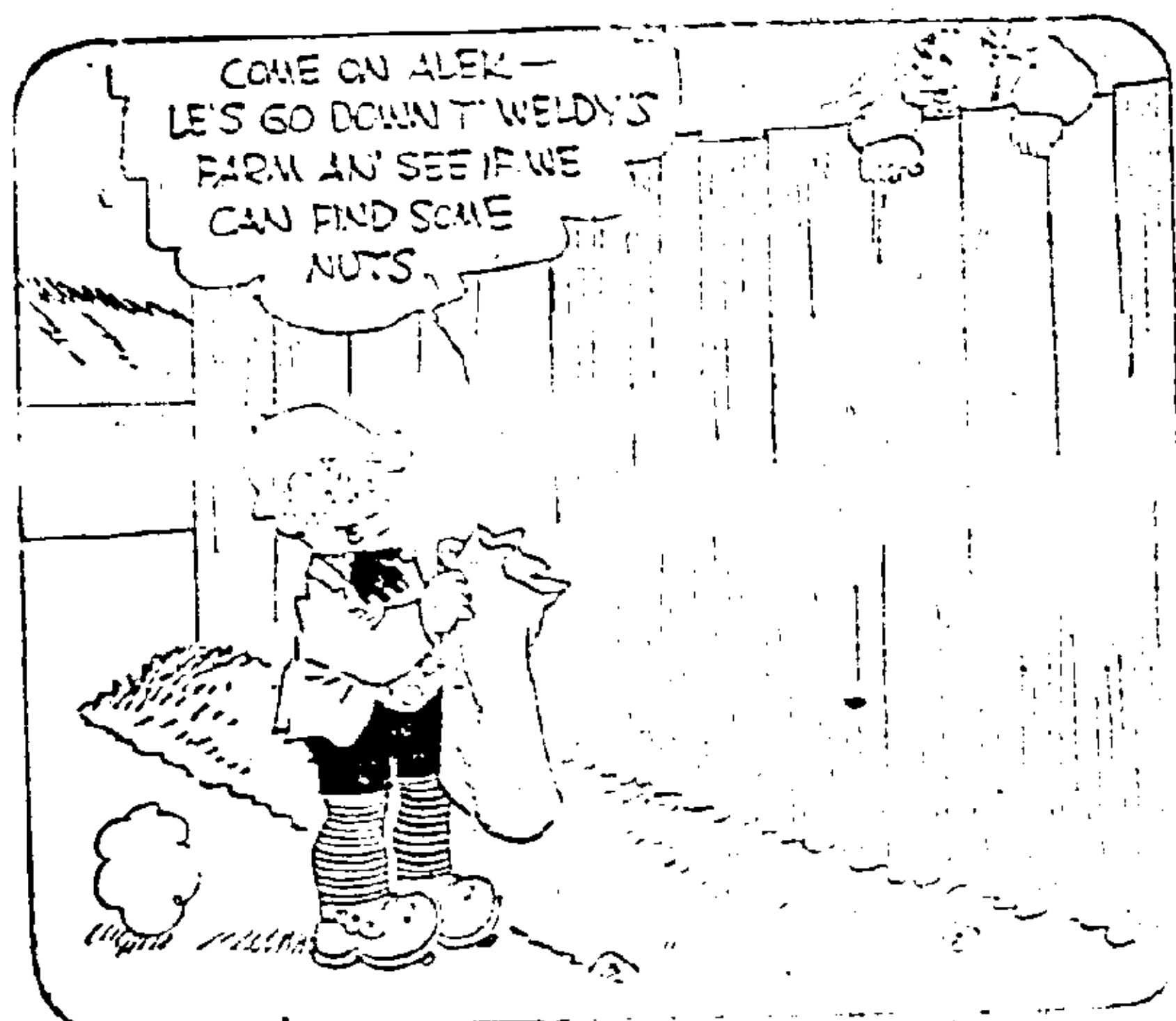
etcher mentioned that a modern
business man was so con- hind the
f the possibilities of North District
gested a

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1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

PECKLES AND HIS FRIENDS



SHIPPING NEWS

The following local shipping and mail intelligence has been corrected to noon to-day:

Vessels Arrived.

Vessel	Agents	From	Mooring
Hydrangea	China S.S.	Swatow	B 15
Calcutta	S.S.	Singapore	Hok's Wharf
Typhoon	J.C.L.	Dunlop	A 5
Burma M.	O.S.K.	Singapore	A 27
Andromeda	S.S.	Swatow	Sw. Wharf
Amakusa M.	S.S.	Swatow	Sw. Wharf
Banjo	Po On	Macao	C 47
Nambu	Fuji & Co.	Kelung	C 47

Clearances.

Vessel	Agents	Where Bound	Departure
Takao	J.M. & Co.	Swatow	21st Nov.
New Mathilde	Yik Tai	Hainan	"
Leasing	J.M. & Co.	Kobe	"
Belmont	Gibb & Co.	Shanghai	"
Alabama M.	O.S.K.	Batavia	"
Takao	P.O.	Swatow	"
Free Lancia	Pacific Mail	Singapore	"
Telegraph	W. & F. Shaw	Singapore	"
Hicon	J.M. & Co.	Sandakan	"

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
P. McKinley	J.M. & Co.	Shanghai	21st Nov.
Takao	J.M. & Co.	Sandakan	21st
Hicon	J.M. & Co.	Swatow	21st
Leasing	J.M. & Co.	Kobe	21st
Typhoon	J.C.L.	Amoy	22nd
Tango M.	N.Y.E.	Japan	22nd
Chongming	J.M. & Co.	Tientsin	22nd
Guangdong	J.M. & Co.	Hankow	22nd
City of Paris	B.L.	Japan	23rd
Kamo M.	N.Y.E.	Amoy	23rd
Ha-fong	J.C.L.	Swatow	23rd
Typhoon	J.C.L.	Batavia	23rd
Bistric	J.M. & Co.	Bangkok	23rd
Orion	M.M.	Japan	23rd
Via Overstraten	J.C.L.	Panang	24th

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Taka	T. & Co.	Singapore	21st Nov.
U. of Burma	C.P. & Co.	Shanghai	21st
Siberia M.	T. & Co.	Swatow	21st
Calcutta	B. & S.	Singapore	21st
City of Paris	Bank Line	Singapore	22nd
Achilles	B. & S.	Nagasaki	22nd
Theresa	B. & S.	Singapore	22nd
Chambers	M.M.	Swatow	22nd
Meinan	M.M.	Swatow	22nd
Theresa	B. & S.	Japan	23rd
Dardanelles	B. & S.	Dunlop	23rd
Ruth Kayser	C.B. & Co.	Amoy	1st Dec.
Paul Lucas	M.M.	Marseilles	9th
Patrocinia	B. & S.	Swatow	10th

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods	Free Storage	Claims to be Examined
P. McKinley	A.L.	Kowloon	Nov. 23	Nov. 22
U. of Burma	A.L.	Kowloon	Nov. 26	Nov. 24
Belmont	G.L. & Co.	Kowloon	Nov. 27	Nov. 25
Calcutta	B. & S.	Hols	Nov. 27	Tues. & Friday

Steamers' Movements.

Sanyo Maru arrived at Manila on the 19th instant and sailed 20th instant a.m. for Shanghai.
Aspen arrived at London on the 17th.
Karnala arrived at Marseilles on the 20th November.

TO-DAY'S SHARE QUOTATIONS.

STOCK EXCHANGE SHAREBROKERS' ASSOCIATION

STOCK EXCHANGE.				SHAREBROKERS' ASSOCIATION.				
BANKS.				BANKS.				
H.K. & S. Bank	b.	1070	aa.	1080	sa.		1080	
Chartered Bank	a.			1191	a.		119	
P. & O. Bank	a.			1215	a.		1212	
Bank of E. Asia	b.			1051	b.		1053	
Mercantile Banks A & B	b.			1219	a.		1219	
Mercantile Banks C	b.			1219				
MARINE INSURANCE.				MARINE INSURANCE.				
Canton	b.			670	a.		655	
North China	b.			1140	a.		140	
Union	a.			235	a.		235	
Yangtze	a.			271	a.		27	
FIRE INSURANCES.				FIRE INSURANCES.				
China Fire	b.			136	b.		136	
H.K. Fire	b.	305	aa.	5074	a.		505	
SHIPPING.				SHIPPING.				
Douglases	a.			81	a.		59	
H.K. Steamboats	b.			465	b.		463	
Indos (Prof.)	a.			348	a.			
Indos Del. Loos/Reg.	a.			1421	a.		35	
Indos Del. H.K. Reg.	a.			1421	a.		130	
Shells	a.			78-1/2	a.		80-1/2	
Ferries	b.			59	b.		60	
H.K. Tugs	a.			110	b.		1	
REFINERIES.				REFINERIES.				
China Sugars	a.			23	a.		235	
Malacca	a.			62	a.		61	
MINING.				MINING.				
Kajias	b.			64-1/2	b.		65-1/2	
Langkats Combined	a.			32	a.		33	
Rauha	a.			30-1/2	a.		5	
Tronks	b.			30-1/2	b.		30-1/2	
Ural Caspian	a.			11-1/2	a.			
Bangsat Consol.	a.			P. 3				
DOCKS WHARVES, GODOWNS &c.				DOCKS WHARVES, GODOWNS &c.				
H.K. Wharves	a.			1551	a.		151	
K. Docks	b.			151	b.	151	152	
Shanghai Docks	a.			92	a.		9	
N. Engineering	a.			730	a.		71	
Shanghai Haighwons								
LANDS, HOTELS & BUILDINGS.				LANDS, HOTELS & BUILDINGS.				
H.K. Hotels	a.			251	Old	a.	25	
H.K. Lands New Reg.	a.			86	sa.		85-1/2	
H'haays Est.	a.			231	a.		23-40	
Kowloon Lands	b.	aa.		86	sa.		86	
H.K. Realty	a.			21	a.		2-5	
Princes Bldg.	b.			150	a.		150	
COTTON MILLS.				COTTON MILLS.				
Two Cottons	a.			121	a.		12	
Oriental Cottons	a.			51	a.		5-30	
Shanghai Cottons	Old	a.		78	a.		77-1/2	
Shanghai Cottons	New	a.		51	a.		51	
MISCELLANEOUS.				MISCELLANEOUS.				
Cements	b.			25-60	b.	aa.	25-70	
China Light	Old	b.		14-10	Old	a.	14-20	
China Light	New	b.		15-95	New	a.	14-05	
China Portland	a.	aa.		231	b.	23-40	aa.	23-50/60
Dairy Farms	a.			22	a.		22	
Electric H.K.	Old	b.	31 1/2	aa.	31 1/2	a.	32	
Electric Macao	b.			38	b.			
Hongkong Ropes	b.			40	a.		40	
Hongkong Tramways	a.			24-60	sa.		24-40	
Peak Tram	Old	a.			a.		10	
Peak Tram	New	a.		15	b.		1 1/2	
Steel Foundries	b.			1-90				
Water-boats	b.			181	a.		17	
Watsons	b.	21	aa.	211	b.		21	
Wm. Fowells	a.			21				
Lead Craterfields	a.			17-10	a.		17-10	
Canton Ice	a.			91	a.		81	
H.K. Constructions	a.			72	a.		7-80	
Taxis	a.			4-90	a.		5-05	
Sinacoe	b.			121	b.		12-10	
Machinebank	a.			25				
Machinebank	a.				a.		21	

PACIFIC SHIPPING.

CANADIAN PACIFIC STEAMSHIPS LIMITED

HOME VIA CANADA

HONGKONG TO ENGLAND			
From	Due	From	Due
Hongkong	11 Dec 11	Canada	11 Dec 11
Yokohama	11 Dec 11	Yokohama	11 Dec 11
Manila	11 Dec 11	Manila	11 Dec 11
Shanghai	11 Dec 11	Shanghai	11 Dec 11

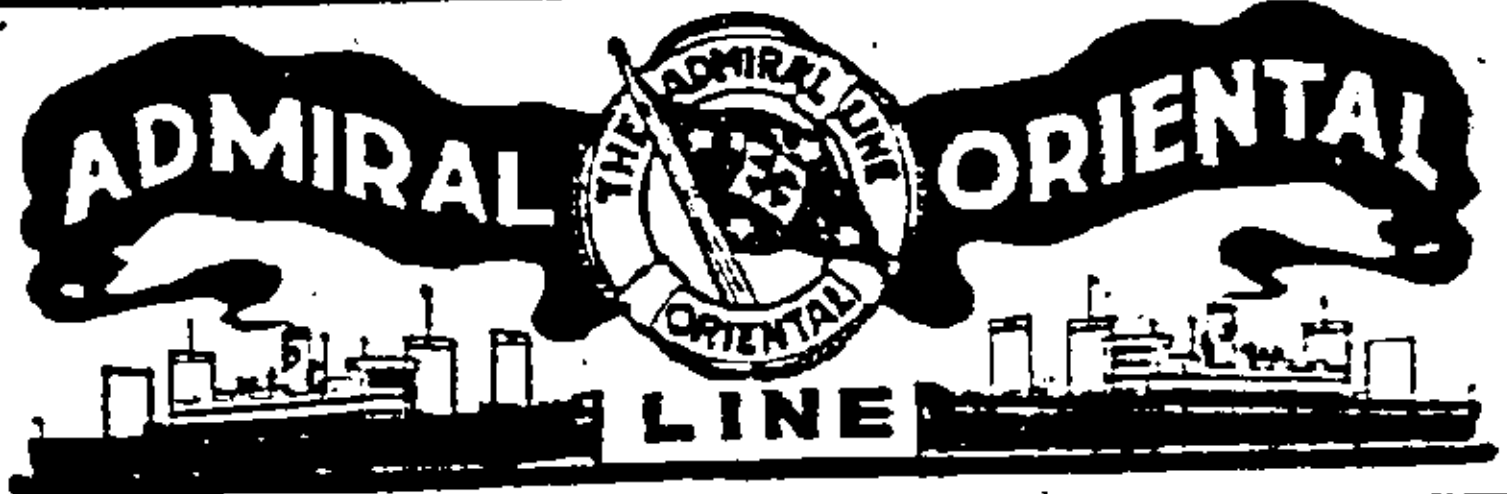
Other Atlantic Sailings every few days
 Southampton, Glasgow, Antwerp, Cherbou
 Allotment: Atlantic steamers held here
 Early reservation necessary

HONGKONG-MANILA SERVICE.

Commencing with the arrival of the Empress of Russia, 25th March, the
 Russia and Empress of Asia will be the round trip to Manila from
 Hongkong leaving Hongkong on Wednesday after arrival, arriving Manila,
 Friday Morning, leaving Manila Saturday Evening and arriving Hongkong
 Monday Morning, 7 a.m.
 Three Trans-continental Trains Daily.
 Standard Sleeping Cars, Compartments & Drawing Rooms.
 Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary,
 Winnipeg, Montreal and Quebec.

"CANADIAN PACIFIC THROUGHOUT"

Passenger Department: Tel. 752, Cables GACANPAC.
 Freight and Express: Tel. 42, Cables NAUTILUS.



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGER
THE NEW EAST AMERICAN
STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI-KOBE-YOKOHAMA.

"PRESIDENT MCKINLEY"	Nov. 30th.
"PRESIDENT JACKSON"	Dec. 12th.
"PRESIDENT JEFFERSON"	Dec. 24th.
"PRESIDENT GRANT"	Jan. 5th.
"PRESIDENT MADISON"	Jan. 17th.

TO EUROPE

£120-£112-£110

First Class on the Pacific. First Class on American or Canadian Railways. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodations and Booking Arranged.

TO MANILA

"PRESIDENT MCKINLEY"	TO-DAY.
"PRESIDENT JACKSON"	Dec. 3rd
"PRESIDENT JEFFERSON"	Dec. 15th.

Through Bills of Lading to all United States and Canadian Overland Points: also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our offices SEATTLE, CHICAGO, NEW YORK.

ADMIRAL ORIENTAL LINE.

Hongkong and Shanghai Bank Building Ground Floor.
 Telephone Central 2477 & 2478 No. 4, Des Vaux Road.

CANADIAN PACIFIC
TO
MANILA

Commencing with the arrival from Vancouver of the "Empress of Russia" 25th March, the Canadian Pacific will inaugurate a New Service between Hongkong and Manila by the Steamers "Empress of Russia" and "Empress of Asia."

Leaving Hongkong regularly on the Wednesday after arrival from Vancouver the Steamers will arrive at Manila, Friday Morning, leave Manila Saturday Evening and arrive back in Hongkong, Monday Morning 7 a.m.

CANADIAN PACIFIC.

Passenger Department Tel. 752, Cables GACANPAC.
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PACIFIC SHIPPING.



DOLLAR LINE



SAILINGS FROM HONGKONG.

For New York & Boston via Panama.

S.S. STANLEY DOLLAR	End of December.
S.S. STUART DOLLAR	15th January.

For New York & Boston via Suez.

S.S. M. S. DOLLAR	2nd December.
S.S. ROBERT DOLLAR	29th December.

For San Francisco and San Pedro.

S.S. STANLEY DOLLAR	End of December.
S.S. STUART DOLLAR	15th January.

For Rates and Particulars Apply to

THE ROBERT DOLLAR CO.

DEACON & Co. No. 4A, Des Vaux Road, Tel. Central 792 & 793.
 CANTON.

T. K. K.



THE PATHWAY OF THE SUN

REDUCED FARE TO EUROPE

£120 £112-£110

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.	Leave Hongkong
SIBERIA MARU	20,000 Nov. 30.
TAIYO MARU	22,000 Dec. 14.
TENYO MARU	(Calling at Manila) 22,000 Jan. 6.
KOREA MARU	(Calling at Manila) 30,000 Jan. 17.
SHINYO MARU	(Calling at Manila) 22,000 Feb. 1.

HONGKONG TO VALPARAISO
 VIA JAPAN, HONOLULU, FILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLENDINO, ARICA & IQUIQUE.
 THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.
 SEIYO MARU 14,000 Dec. 4. RAKUYO MARU 18,500 Jan. 13
 JAPAN-HONGKONG-JAVA SERVICE

BETWEEN
 Isaka, Kobe, Moji, Dairen, H'kong, B'avia, S'rang & Sourabaya.
 PERSIA MARU for Moji, Kobe & Osaka Nov. 29.
 JAVA, NEW YORK LINE. (Freight Only.)
 VIA JAVA AND SUEZ.
 BIYO MARU
 For Full information regarding passengers, freight and sailings apply to Y. TSUTSUMI, Manager King's Building.
 Agents at Canton: Tel. Central Nos. C. 2374 & 2375.
 Messrs. T. E. GRIFFITH.

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.
EXPRESS FREIGHT SERVICE

To Los Angeles & San Francisco from Hongkong by Direct Route.
 U.S.S.B. "West Ivan" Due Hongkong 23rd Nov.
 Leaves Hongkong 25th Nov.
 CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND PORTS
 To Singapore.

U.S.S.B. "West Prospect"	Due Hongkong 30th Nov.
	Leaves Hongkong 1st Dec.

To Manila and P. I. Ports.

U.S.S.B. "West Mahwah"	Due Hongkong 2nd Dec.
	Leaves Hongkong 4th Dec.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED
 For Full Information apply to
 STRUTHERS & BARRY.
 L. EVERETT, 1st Floor Queen's Building, Phone Central No. 3006.
 General Agent for Japan-China-Philippines. H. E. CASE, Actg. Res. Agent.
 Indo-China-Straits & Java.

COMPANIA TRASATLANTICA DE BARCELONA

(Special Royal Mail Line)
 MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.
 C. LOPEZ Y LOPEZ 19th Dec. ISLA DE PANAY 8th Feb.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.
 ISLA DE PANAY 19th Jan. C. LOPEZ Y LOPEZ 1st Dec.
 The steamers of this Company are classed 100 All at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers Stewardess and Doctor cabin.
 For particulars of freight or passage apply to
 BOTEHO BROS.
 (Tel. 1331) Alexandra Buildings, Hongkong.

BOSTON & NEW YORK.

Joint Service of the

"BLUE FUNNEL" LINE

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. AJAX	via Suez Canal	25th Nov.
S.S. CITY OF CORINTH	via Suez Canal	4th Dec.
S.S. CITY OF ATHENS	via Suez Canal	14th Dec.
S.S. CALCHAS	via Suez Canal	24th Dec.

Steamers provided with every modern convenience for comfort and safety of passengers Stewardess and Doctor cabin.
 For freight and particulars apply to
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THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

(Direct)

MACHAON	4th Dec. London, Rotterdam & Hamburg
SARPEDON	11th Dec. Marseilles, London & Rotterdam
HELENUS	18th Dec. London, Rotterdam & Hamburg
AUTOLYCUS	24th Dec. London, Rotterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)

KEEMUN	23rd Nov. Genoa, M'les, Liverpool & Glasgow
OANFA	1st Dec. M'les, Havre, Liverpool & Glasgow
NINGCHOW	17th Dec. Genoa, M'lar, Liverpool & Glasgow
DIOMED	31st Dec. M'les, Havre, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

ACHILLES	18th Dec. Victoria, Seattle & Vancouver
PHILOCTETES	8th Jan. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

AJAX	25th Nov. via Suez & Boston
CALCHAS	24th Dec. via Suez & Boston

PASSENGER SERVICE

PATROCLUS	10th Dec. for Shanghai.
SARPEDON	11th Dec. for Singapore, Marseilles & London
PATROCLUS	8th Jan. for Singapore, Marseilles & London
MENTOR	5th Feb. for Singapore & London.
TEIRESIAS	11th Mar. for Singapore & London

For Freight and Passage Rates and all information Apply to:-

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

AGENTS.

SERVICE TO NEW YORK.

NEW YORK and or BOSTON
via PANAMA.

G.S. EELBECK

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BARBER STEAMSHIP LINE, INC.
ADMIRAL ORIENTAL LINE.

AGENTS

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 Telephone Central 2477 & 2478.



NORDDEUTSCHER

LLOYD

ECONOMY COURTESY COMFORT
 FREIGHT & PASSENGER SERVICE

STEAMER	TONS	SAILING DATE	DESTINATION
"HOLSTEIN"		20th December.	Singapore, Melawan, Sabang, C'bo Port, S'ail, Genoa, R'dam & Hamburg.

All dates subject to change without notice.

For Passage Rates and Freight apply to:-

THE ROBERT DOLLAR CO.

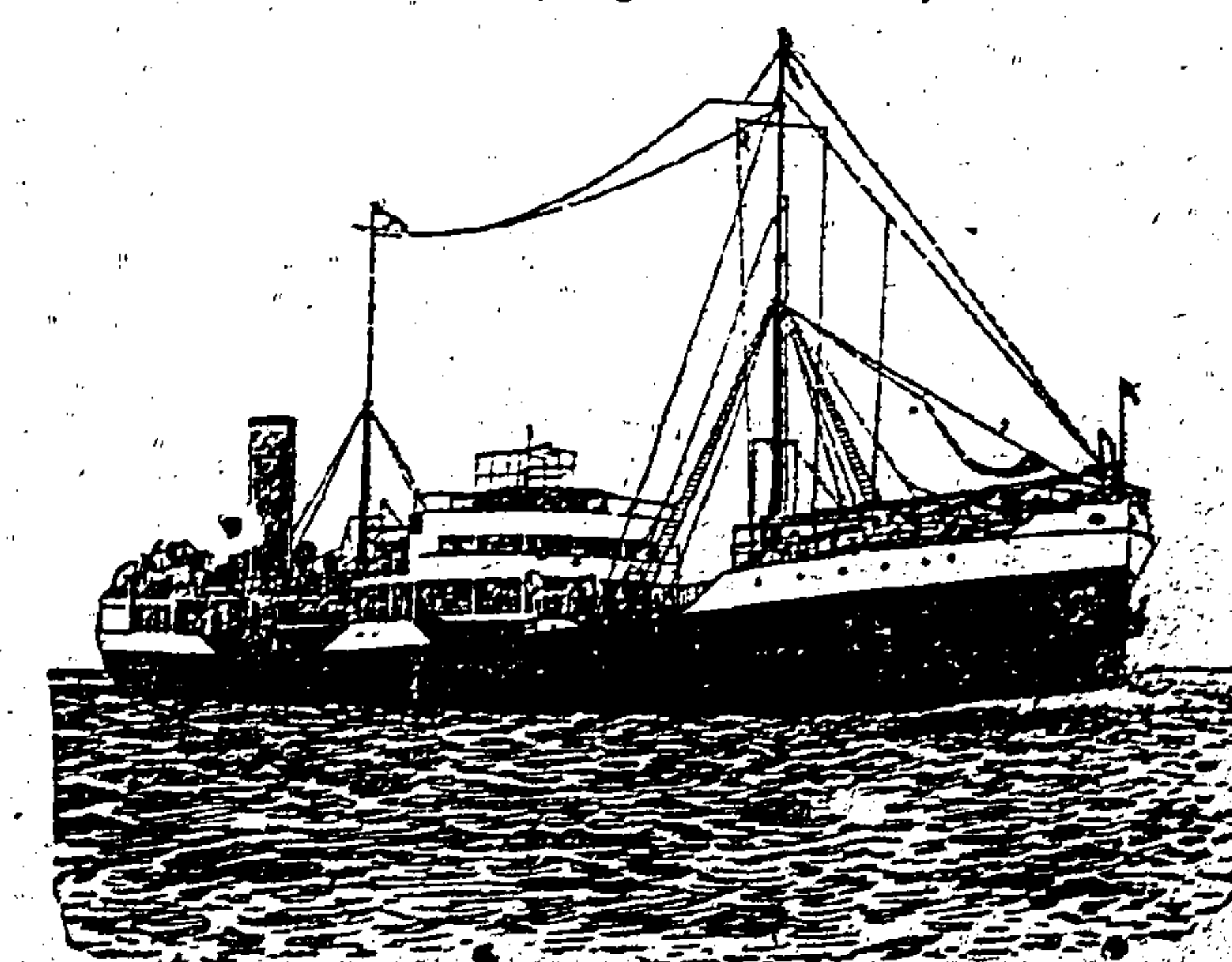
Tel. Central 795 or 792. No. 4A, Des Vaux Road, Ground Floor.

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TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Codes Used: A1, A B C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins, Benson's, Marconi.

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OIL TANK STEAMER "PALUDINA."

724' 0" x 53' 1" x 21' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by THE HONGKONG & WHAMPOA DOCK CO., LTD. at KOWLOON DOCK & the order of THE ANGLO-SAXON PETROLEUM CO., LTD., being one of four similar vessels built for these works at the same order.

Please address enquiries to the Chief Manager

R.M. DYER, S.S.; M.I.N.A., Kowloon Dock, Hongkong.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES INCORPORATED IN ENGLAND)Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
NYANZA	7,023	25 Nov. d'light	M'ses. L'don, A'werp, R'dam
KALYAN	9,062	30 Nov. m'night	M'ses. London, & Antwerp
SUDAN	6,695	13th Dec.	S'pore, P'ang, C'bo & B'bay
DEVAN	8,092	14th Dec.	M'ses. London & Antwerp
KAISAR-I-HIND	11,430	29th Dec.	B'bay, M'ses. L'don, A'werp
KHIVA	9,097	12th Jan.	M'ses. London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,052	22 Nov. 1 p.m.	S'pore, Penang & Calcutta
TANDA	6,955	6th Dec.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	4th Dec.	Manila, Thursday Island
ARAFURA	6,000	5th Jan.	Townsville, Brisbane
ST. ALBANS	4,500	2nd Feb.	Sydney & Melbourne

The P. & O. Company's steamers to London via the Cape.
The P. & O. Branch Service of steamers to London via the Cape.
The P. & O. Branch Service of steamers to London via the Cape.
The P. & O. Branch Service of steamers to London via the Cape.

SAILINGS TO SHANGHAI & JAPAN.

TAKADA	6,949	29th Nov.	Shanghai, Moji & Kobe
SUDAN	6,695	30th Nov.	Shanghai
KHIVA	9,097	1st Dec.	Shanghai, Moji & Kobe
ARAFURA	6,000	11th Dec.	Moji & Kobe
MACEDONIA	11,089	15th Dec.	Shanghai, Moji & Kobe
KASHGAR	8,840	29th Dec.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co.,
22, Des Voeux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
CARMARTHENSIRE	25th Nov.	GLENAMOI	7th Dec.
GLENARA	3rd Dec.	Glenara	14th Dec.
CARNARVONSHIRE	14th Dec.	Glenara	14th Dec.
GLENIFFER	27th Dec.	Glenara	14th Dec.
GLENBEG	10th Jan.	Glenara	14th Dec.

Movements are subject to change without notice.
For freight or further particulars please apply to—
JARDINE MATHESON & CO., LTD.
AGENTS **THE GLEN LINE, LTD.**
Telephone Central No. 215, sub-ex. 23 and 3696.

M MESSAGERIES MARITIMES M**SERVICES CONTRACTS**

Mail Steamers	Next Sailing from Marseilles	Pro. arr. at Hong-kong and Sailing for S'hai & Japan	Pro. Sailing from Hong-kong for M'ses
PORTHOS			25th Nov.
ANGKOR			10th Dec.
CHAMBOARD	19th Oct.	23rd Nov.	24th Dec.
PAUL LECAT	2nd Nov.	9th Dec.	7th Jan.
ANDRE LEBON	16th Nov.	29th Dec.	21st Jan.
AMBOISE	30th Nov.	3rd Jan.	4th Feb.

RATES OF PASSAGE MONEY TO MARSEILLES.
(including Table Wine and free Doctor's attendance)
A Class 1st Class £95.00 B. Class 1st Class £89.00
Steamers 2nd Class £68.00 Steamers 2nd Class £62.00
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the trains at Marseilles.
LIGNE COMMERCIALES (CARGO-BEATS)
S.S. LT. ST. LOUBERT-BIE loading for Manila, Marseilles, Havre, Antwerp & Dunkirk about 17th December.
Also through Bills Lading issued to Helsinki, Rerval & Riga.
For full particulars apply to:
Messageries Maritimes Co.
3 Queen's Building.
Telephone Central 740.
CONSIGNATION. TRANSIT. REPRESENTATION.

VEREENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Taking cargo for Belgian, Netherlands, German and all North European ports on direct or optional Bills of Lading, also to United Kingdom ports on optional Bills of Lading only.

ARRIVALS FROM EUROPE:

S.S. ZOSMA	due Hongkong about	25th Nov.
S.S. OLDEKERK	"	18th Dec.

SAILINGS TO EUROPE:

Steamers	For	Sailing on or about
ZOSMA	R'dam, A'dam, Hamburg, Bremen	27th Dec.

For full particulars please apply to

CHINA JAPAN LINE
General Agents. York Building.

Shipping to Europe, Australia, and other Ports.

**SAILINGS SUBJECT TO ALTERATION.**VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.Through passage rates to Europe via America G. 1405. G. 1420. G. 1440.
SHIDZUOKA MARU ... Monday, 26th Nov.
YOKOHAMA MARU ... Wednesday, 12th Dec.
MARSEILLES, LONDON & ANTWERP via Singapore, etc.
KAMO MARU ... Friday, 23rd Nov.
KATORI MARU ... Wednesday, 5th Dec.

HAMBURG via LONDON & ROTTERDAM.

TOTOHASHI MARU ... First half of Dec.

LIVERPOOL via MARSEILLES & VALENCIA.

DAXAR MARU ... Second half of Dec.

SYDNEY & MELBOURNE via Manila, etc.

AKI MARU ... Tuesday, 30th Nov. at 10 a.m.

TANGO MARU ... Wednesday, 19th Dec.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU ... Monday, 26th Nov.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU ... First half of Dec.

BOMBAY via Singapore, Penang & Colombo.

WAKASA MARU ... Tuesday, 27th Nov.

CALCUTTA via Singapore, Penang & Rangoon.

OSAKA MARU ... Monday, 26th Nov.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 22nd Nov.

SHANGHAI, KOBE & YOKOHAMA.

AWA MARU ... Monday, 26th Nov.

SADO MARU ... Wednesday, 28th Nov.

For further information apply to—

NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, 293 & 2432. Y. YAMAMOTO, Manager.**DODWELL & CO., LTD.****NEW YORK BERTH.**

FOR BOSTON & NEW YORK via SUEZ.

S.S. "MUNCASTER CASTLE" Sailing on or about 12th Dec.

LLOYD TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS, REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 26s.

FOR SHANGHAI, YOKOHAMA & KOBE.S.S. "DUCHESSA D'AOSTA" Sailing on or about End Nov.
S.S. "PERSEA" Sailing on or about End Dec.**FOR BRINDISI, VENICE & TRIESTE.**

via Singapore, Penang and Colombo.

S.S. "FUIMEL" Sailing on or about Early Dec.
S.S. "DUCHESSA D'AOSTA" Sailing on or about Early Jan.**NATAL LINE OF STEAMERS.**FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.
S.S. "UMZINTO" Sailing from Calcutta on or about 1st Dec.Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

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Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave Hongkong for Manila, Sandakan, Thurs. Is. & Aust.
TAIYUAN	1st Dec.	8th Dec. at noon.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried, Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.
(JOHN SWIRE & SON, LTD.)
Telephone Central No. 36. Agents.**ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.****Projected Sailings from Hongkong**

Subject to alteration.

City of Karachi 4th Dec. M'ses. London, R'dam & Hamburg.
PASSENGER SERVICE.

City of Paris	23rd Nov.	Shanghai & Japan.
City of Karachi	4th Dec.	Marseilles & London.
City of Paris	2nd Jan.	do.
City of Canterbury	21st Feb.	do.
City of York	30th Mar.	do.
City of Cairo	18th Apr.	do.

FARES TO LONDON.Single 1st Class A £ 92. B £ 84. 2nd Class A £ 62. B £ 56.
Return 1st Class A £ 161. B £ 147. 2nd Class A £ 108. B £ 98.
For further particulars apply toHOLYOAK MASSEY & CO. LTD. THE HAYK LINE, LTD.
CANTON Tel. Central 700.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.**SAILINGS SUBJECT TO ALTERATION.**

Destination.	Steamer.	Sailings.
SANDAKAN	Hinsang	Wed. 21st Nov. at 1 p.m.
TIENTSIN	Chongshing	Thurs. 22nd Nov. at noon.
HAIPHONG via Hoihow Mingsang	Satsang	Thurs. 22nd Nov. at noon.
MANILA	Satsang	Sat. 24th Nov. at 11 a.m.
SHANGHAI via Swatow Loksang	Satsang	Sun. 25th Nov. at 7 a.m.
BANGKOK via Swatow Kongsang	Satsang	Sun. 25th Nov. at 10 p.m.
SHANGHAI via Swatow Tingsang	Satsang	Tues. 27th Nov. at 7 a.m.
SHANGHAI	Wosang	Tues. 27th Nov. at 7 a.m.
TTAO via Stow & Shai Kwongsang	Wosang	Wed. 28th Nov. at 7 a.m.
BANGKOK via Hoihow Chunsang	Wosang	Thurs. 29th Nov. at 10 a.m.
SHANGHAI via Swatow Yatsang	Wosang	Fri. 30th Nov. at 7 a.m.
HAIPHONG via Hoihow Leesang	Wosang	Sat. 1st Dec. at noon.
STRAITS & Calcutta	Kutsang	Sat. 1st Dec. at 3 p.m.
TTAO via Stow & Shai Foshang	Kutsang	Wed. 5th Dec. at 7 a.m.
KOBE	Mosang	Sat. 8th Dec. at 7 a.m.

Calcutta Line.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon.

Shanghai Line.—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

Haiphong Line.—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways.

Borneo Line.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line.—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line.—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Saturday, 1st Dec. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—
JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haifong...	Ellis Walker...	FRI. 23rd Nov. at 1 p.m.
Haifong...	J. S. Thomson...	TUES. 27th Nov. at 1 p.m.
Haifong...	W. C. Passmore...	FRI. 30th Nov. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).
For Freight and Passage, apply to**Douglas Lapraik & Co.,**

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 24th Nov. to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraphy.

1st CLASS FARE TO SINGAPORE, \$100.
In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.Agents—**JAVA CHINA JAPAN LIJN.**
Telephone Central No. 1574. York Building, Charter Road.**CIGAR GIRL AND MILLIONAIRE.**

Love Romance Begun in London Ghetto.

The almost forgotten love romance of an East-end ghetto child who married a millionaire has been revived by receipt in England from America of a cable message that Mrs. Phelps Stokes, wife of the multi-millionaire, is complaining of domestic infelicity.

As reported by the Central News correspondent in New York, Mr. Stokes has been indicted on charges of conspiracy, at the instance of his wife, who alleges that he was plotting to ruin her reputation by making certain charges against her.

James Graham Phelps Stokes, when he met the woman whom he married, was a member of the New York Century, University, Yale, and other important clubs, and of a large number of scientific and political societies.

Rose Harriet Pastor was a working cigar-maker, daughter of a Russian who fled to England seeking freedom.

Both the young people were members of University Settlement, the young lady being a Socialist, while Mr. Stokes was studying sociology with a leaning towards Collectivist conviction.

AT FIRST SIGHT.

It was a case of love at first sight. Miss Pastor used to tell him of the sad drab life in East London, of the squalor, and suffering and crime then rampant in the neighbourhood of Petticoat-lane and other Jewish quarters in the Whitechapel area. They were married in 1906, and part of their honeymoon was spent in visiting the district where she had lived for seven years of her life.

There she appeared to the poverty-stricken aliens and others as a veritable fairy godmother, distributing gifts and smiles and encouragement wherever she went.

"We shall live for the poor," he announced.

The young enthusiastic cigar-making bride was a poetess. She published a "thanksgiving" poem shortly after her marriage, in which occurred the lines—

I thank Thee, Lord, for every moment dropped
Into my life that had so sweetness in it,
For all the golden hours when friendship met
And gave up heart for heart and thought for thought.
For all the love that faithful hearts let fall
To drop into my own.

In her own words, she "worshipped" her husband, but in later years they appeared to drift apart.

SHAKESPEARE TRAGEDY.

Rare Books Lost from French Library.

Paris.—The world-renowned Bibliotheque Nationale during the past year has been robbed of a number of documents and books of value.

Detectives are now told off to this library in the hope of at least intimidating those visitors bent upon purloining books.

Recently a reader at the Bibliotheque Nationale asked for Shakespeare's "Midsummer Night's Dream," but it was not to be found. For three successive days the library attendants searched high and low for the book.

A number of Shakespeare's works—in editions almost impossible to replace—are in the long list of books that are missing.

No one can explain this sudden popularity of Shakespeare in Paris' kleptomaniac literary circles.

MADE BEARERS RESIGN.

Two made-bearers in the employ of the Corporation of Llandoverly, Carmarthenshire, have resigned. Their dignity has apparently been hurt because they were not invited to the luncheon given recently when Mr. Lloyd George visited the town. The official decision came as a shock when read at a meeting of the town council, and one elderman hotly declared that the men had been shabbily treated. It was decided to ask the made-bearers to reconsider their decision.

**ASAHI BEER**

BREWED BY

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Specially Brewed for Export

Sole Agents—

Mitsui Bussan Kaisha, Ltd.

HONGKONG

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THE NEW HALL OF FAME
OF CONCERT AND OPERATIC STARSBRONISLAW
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7, ICE HOUSE STREETBRUNSWICK
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Hongkong Hotel. Peak Hotel.
Repulse Bay Hotel.SHANGHAI
Telegraphic Address: CENTRA, SHANGHAI.
Astor House Hotel. Palace Hotel.
Grand Hotel Kalee.PEKING.
Telegraphic Address: JWAGONLITS, PEKING.
Grand Hotel des Wagons Lits.THE HONGKONG & SHANGHAI HOTELS, LTD.
in conjunction with.
The Grand Hotel des Wagons Lits, Ltd.

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THE PREMIER HOTEL IN KOWLOON.

Electric Lifts to all Floors and Roof Garden.

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Daily, Monthly & Family Rates.

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FIRST CLASS SALOON BAR AND BILLIARD ROOM.

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ARTHUR E. ODELL, Manager.DEVELOPMENT OF
HONGKONG.

(Continued from page 11.)

able to go from one ferry to another without leaving the wharf. The Government also wanted to get the Canton steamer landing places better organized. As to the position of the ferry wharf on the Hongkong side, the Chinese did not wish to go further east than Jubilee Street; neither was it desirable to bring lorries close to the big office buildings in the centre of the town. European passengers would continue to take the Star Ferry.

Approved.

The Chairman mentioned that the reason why the proposal for a vehicular landing stage in connection with the Star Ferry did not eventuate was that the directors had an idea that the Government was going to take over the Star Ferry.

Mr. Fletcher: I do not know where they got that idea from. The Government has never had any such intention.

The Chairman: Then the Jordan Road scheme came along and it was decided to await developments.

Mr. Fletcher remarked, with regard to rumours of taking over by the Government, that it was much better to come and ask a definite question.

In reply to further questions, Mr. Fletcher said the Government regarded the Jordan Road ferry as an expansion of the Yau-mai service. It was intended to provide for large vessels capable of carrying at least 10 lorries each. He personally was pressing for a free ferry for passengers—not for lorries—and if that principle were adopted presumably the Government would have to take over the Star Ferry. That was only an expression of his own personal opinion; he thought it was to the public interest to have a free ferry just as one had a free road.

The Chairman: Is the feeling of the meeting that a vehicular ferry at Jordan Road is desirable; that the Star Ferry should be continued; but a better ferry are desirable there also? If so the Government will work out a scheme in detail and eventually put it before us for our views.

This was agreed to.

The Harbour Master exhibited a plan showing a suggested means of providing a typhoon shelter at Shaikwan and Mr. Fletcher undertook to go into the question.

It was indicated that this question is also under consideration with the object of carrying out works originally suggested but not put into effect at the time of construction of the Refuge, on account of high cost.

Government Policy.

On the question of the allocation of moorings, Mr. Fletcher suggested that this was simply a matter for the Shipping Sub-Committee of the Chamber and the Harbour Master to make rules.

On the question of small ships anchoring at strongest moorings, Mr. Fletcher asked why moorings should not be made so strong that they would hold anything.

The Harbour Master replied that it was not a question of strength of moorings but of strength of cable.

The French liner's cable broke in the August 15th typhoon.

The Chairman: It is very difficult to get a good hold in Kowloon Bay.

The Harbour Master: You would have to allocate them in some way. In the last typhoon we had 70 ships in Harbour.

Mr. Fletcher: And if you had a wet dock it would only accommodate 10 ships. Would it be possible to put a boat like an "Empress" in the Naval Camber? There are rarely any large ships there in the typhoon season.

The Chairman: The question of allocation of moorings is left to the Shipping Sub-Committee and the Harbour Master. The position of various matters is that when Mr. Duncan returns he will report on feasibility of a wet dock, a refuge at Shaikwan and an improvement of Mongkoktsui refuge. The ferry question will be gone into further by the Government and will be referred to the Chamber later on when additional particulars and a more complete scheme are available.

The proceedings terminated with an expression of thanks to the Hon. Mr. Fletcher, Commander Beckwith and Mr. Anderson for their assistance.

CANTON SITUATION.

REPORTED CAPTURE OF
BOCCA TIGRIS.

There is still not a great deal of news regarding the situation in Canton. A report states that General Chan's troops have retreated to Loen Wo market, where they have established their defence lines. No gunfire has been heard in the city since yesterday.

A rumour states that the Bocca Tigris forts have been captured by General Chan's forces, but no confirmation of this report has been received.

The Yunnanese troops have established a Salt Revenue Bureau at Wongsha for the taxation of all salt for the North River districts. The tax will be fifty cents per bale and will be operative as from the 19th instant.

The price of rice has risen in Canton owing to a notice issued by the Municipality to the merchants stating that all cereals may be commandeered by the Government. As a consequence, the merchants have advised their agents in Hongkong to limit consignments. The inhabitants are getting stocks of the cereal together.

END IN SIGHT?

Mr. Rivera, a Manila newspaper correspondent who is on a world tour to study the economic and political aspects of various countries, recently broke his journey in Hongkong to go up to Canton. He has now returned to the Colony and says the fortunes of the Sun party are rapidly on the decline and it will be only a matter of days before the end comes. His own observations lead him to believe that the fighting will be carried into the city itself in a few days, as he noticed that Sun's troops were fortifying themselves on the limits of the city with the view to making a last determined stand. Various leaders whom Mr. Rivera interviewed, including Mr. Sun Fo, were evidently depressed by the turn in the situation, but were still hopeful that the situation would be consolidated by a decisive victory over the enemy. Mr. Rivera pointed to the closing down of the *Canton Daily News*, Dr. Sun's organ, as significant of the trend of affairs.

MORE FIGHTING
EXPECTED.

A Peking cable to the *Daily Bulletin* states:—
An official telegram from Canton states that Tan Yen-kai arrived at Canton on the 18th instant, accompanied by only a small staff.

Tan Yen-kai's main body, numbering 10,000 men, has reached Shui-chow, while about 5,000 men are marching direct towards Canton.

Sun Yat-sen's forces are said to be now numerically superior to Chen King-ming's army; the main body of which is within 12 miles of Canton.

The trouble between Sun Yat-sen and the Yunnanese forces culminated in the departure of prominent Yunnanese officers for Hongkong, after which Sun Yat-sen appointed General Yeung

WEATHER REPORT.

Nov. 20d. 18h. 10m.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon of unknown intensity within 69 miles of Lat. 17° N. Long. 118° E. moving N.W.

Nov. 21d. 11h. 25m.—Warning to Hongkong, Coast Ports, &c.—Depression or typhoon of unknown intensity within 120 miles of Lat. 17° N. Long. 118° E. stationary or very slow.

Nov. 21d. 11h. 28m.—Pressure has increased slightly at Hongkong and Manila. It has decreased slightly at the majority of other reporting stations.

The anticyclone has weakened and is moving eastward. The typhoon appears to be nearly stationary in about Lat. 17° N. and Long. 118° E.

The S.S. City of Paris, in Lat. 17° N. and Long. 113½° E. reports fresh N. by E. wind with a heavy N.E. swell.

Cyclonic gales may be expected over the N.E. portion of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch. Total since January 1st, 106.41 inches, against an average of 81.61 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.
District. Forecast.

1 Formosa Channel N.E. gale.
2 South coast of China between H.K. & Lamcocks moderate to fresh;
3 H'kong to Gap fine to cloudy.
4 South coast of China between H.K. & Hainan moderate.

T. F. CLAXTON Director.
Hongkong, Nov. 21.

PASSENGERS DEPARTED.

Per s.s. President Lincoln for San Francisco etc. Mr. & Mrs. Clarence H. Ackerman, Mr. & Mrs. Whitelaw R. Allen, Miss Mildred Bartling, Mr. H. M. Becker, Mr. & Mrs. Robert D. Chittenden, Miss Cathryn Chittenden, Miss Wilhelmina Erbet, Mr. & Mrs. Olen L. Everts, Mrs. R. M. Johnson, Mr. & Mrs. Edward Lehmann, Mr. & Mrs. Geo. W. Miller, Mrs. Lorine R. McIntyre, Mr. O. J. Nicklaw, Mrs. E. O'Connor, Miss Emma E. O'Connor, Mrs. B. K. Rust, Mr. Emiliano Quijano, Mrs. W. R. Schick, Mr. John Sigg, Mr. H. T. Kitter, Mrs. Adele Metzger, Mr. S. A. Cheney, Mr. A. N. Fenwick, Mr. C. Frischen, Mr. E. C. Holbrook, Mr. Harry Lee, Mr. A. Malem, Mr. & Mrs. Frank P. McWhorter, Mr. Sylvester P. O'Connor, Mr. & Mrs. G. Robinson.

sen appointed General Yeung Hi-man to the command of the Yunnanese troops.

It is reported to be doubtful whether the Yunnan soldiers will serve under Kwangtung officers. Meanwhile, the Cantonese are expecting early fighting.

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)

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4 m/s. France	9.30
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